REGISTERED No. 79—1873.

The Bombay Gazette.

No. 7,640.—NEW SERIES. BOMBAY:—MONDAY, AUGUST 4, 1873. SUBSCRIPTION IN ADVANCE. {FOR A YEAR.....Rs. 42 Including / FOR SIX MONTHS ..Rs. 24 Postage.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES: EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BAGDAD, 1,371 Tons, 180 H.P., Commander J. BELLWOOD, will be despatched on THURSDAY, the 7th August 1873, at 4 P.M.

Leave BOMBAY	August 1873. 7	Leave Pondicherry	August 1873. 21
,, Carwar	9	,, Madras	22
,, Cochin for Narrakal	13	,, Coconada	23
,, Alleppy	13	,, Vizagapatam	26
,, Tuticorin	15	,, Bimlipatam	26
,, Colombo	16	,, Gopalpore	27
,, Galle	17	,, False Point	28
,, Negapatam	20	Arrive CALCUTTA	30

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin, the Steamers will however call at these ports, weather permitting. Passengers for the Neilgherries can be landed at Narakal, six miles north of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BHAREIN, KOWEIT, and MAHOMEEAH.

The s.s. INDIA, 1,050 Tons, 200 H.P., Commander J. HENDERSON, will be despatched on WEDNESDAY, the 13th August 1873, at 2 P.M.

	August 1873.		Sept. 1873.
Leave BOMBAY	13	Leave BUSREH	1
,, Kurrachee	17	,, Fao	4
,, Guadur	18	,, Koweit	7
,, Muscat	20	,, Bushire	8
,, Bunder Abbas	22	,, Linga	9
,, Linga	24	,, Bunder Abbas	9
,, Bahrein	26	,, Muscat	11
,, Gwadur	26	,, Guadur	13
,, Fao	28	,, Kurrachee	16
,, Mahamerah	28	Arrive BOMBAY	19
Arrive BUSREH	29		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the S. W. Monsoon despatch Steamer to Kurrachee every WEDNESDAY, and an Extra Steamer every SATURDAY, at 2 o'clock.

The days of departure during the fair Season commencing from 22nd September will be FRIDAY and MONDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G. REYE, will be despatched on WEDNESDAY, the 6th August 1873, at 2 P.M.

The Steam-ship PENANG, 698 Tons, 120 H.P., Commander F. GOYTON, will be despatched on SATURDAY, the 9th August 1873, at 2 P.M.

The Steam-ship INDIA, 1,050 Tons, 200 H.P., Commander J. HENDERSON, will be despatched on WEDNESDAY, the 13th August 1873, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

FARES FROM BOMBAY TO

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 6

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Steamer DIDO, 1,235 Tons, will be despatched for Trieste, via Suez Canal, on or about the 10th August 1873. This Steamer has only limited accommodation for a small number of Passengers.

RATES OF PASSAGE.

(Including a liberal Table, exclusive of Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage.)

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, FREE; above 3 and under 10 years, HALF FARE.

Cargo taken for Trieste, also for Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Manager.

Bombay, Elphinstone Circle, 22nd July 1873.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. E. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.

	1st Class.	2nd Class.		3rd Class.	
Aden	£22				£4
Suez	22		Winter.		8
Port Said	26				9
Alexandria	29				9-10
Messina	30		Including		14
Naples	30				14
Leghorn	30				14
Genoa	30				14
Marseilles (transhipment at Genoa)	32	25		Without Food.	14-10

Next Steamer from Bombay:—

ARABIA, on FRIDAY, 1st AUGUST 1873.

INDIA, on MONDAY, 1st SEPTEMBER 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Handbooks of Information, Rates of Freight, &c., apply to VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 8th November 1871.

VIA CAPE TO HAVRE.

THE French Ship VILLE DE BRUXELLES, 306 Tons Register, A 1, now on her way to Bombay from the Malabar Coast, will load for Havre immediately on arrival. For Freight, &c., apply to Messrs. ED. BAUDRY & Co.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,

19, MEADOW STREET AND RAMPART ROW,

BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or References for Payment in Bombay.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 8th August, 1873, at 3 P.M., from Mazagon.

THE P. & O Co.'s S. S. ORISSA, (1,646 Tons, and 300 H.P.), Captain W. FENTIMAN, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 2 P.M., precisely, on the day of sailing.

CANAL ROUTE.—During the autumn some of the Company's largest Steamers will be despatched from Southampton to Bombay and Calcutta alternately via the Suez Canal.

GEO. F. HENRY, Superintendent.

Bombay, 1st August 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 11th August, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. BOMBAY, (1,327 tons and 275 H.P.,) Captain C. F. DAVIES, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 8th August.

GEORGE F. HENRY, Superintendent.

Bombay, 28th July 1873.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO., 40, MEADOW STREET.

On WEDNESDAY, the 6th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at their Rooms, Meadow Street, No. 40.

On account and risk of Nowrojee Cowasjee Mistree—
H C and C—8619-22—5 Cases Gilt Frames ex Hadington.
On account of Abdoolally Ahmedjee—
In double Triangles C No. 12—1 Case Cut Beads ex steamer Othall.
On account of Abdoolally Nubhoobhoy—
H C—No. 89—1 Case Ruby Beads ex Stephenson.
On account of Coorjee Lukhmeedas—
C W B—No. 314-15—1 Case White Tanjib, ex Stephenson.
One Black Newfoundland Dog.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 4th August 1873.

SADANUND SHRICRISTNAJEE AND CO.

WEEKLY AUCTION SALE.

TO-MORROW, TUESDAY, the 5th inst., Messrs. S. SHRICRISTNAJEE and Co. will sell by Public Auction, at their Rooms, the following Piece Goods, Twist, &c., &c.

3 Cases Coloured Chintz.
4 ,, White Dosia.
4 Bales Grey Shirtings.
3 Cases Assorted Drops.
10 ,, Eau-de-Cologne.

On account and at the risk of the Underwriters—
6 Cases Soap.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 4th August 1873.

BOMONJEE DOSSABHOY, AUCTIONEER.

AUCTION SALE OF THE STEAMER PEHLWAN.

On MONDAY, the 11th instant, at 3 o'clock P.M., BOMONJEE DOSSABHOY will sell by Public Auction, at his Rooms in No. 7, Meadow Street, the Paddle Steamer Pehlwan, of 97 Tons, and 45 Horse Power, built in Liverpool in 1861. She was thoroughly overhauled and a false new keel was put on, and fresh Iron Sheets fixed in January 1873. She may be seen at the Mazagon Bunder. She will be sold with all her Equipages including Ship's Furniture, &c.

25 per cent. deposit will be required at the time of sale.

Further particulars apply to the Undersigned.

FOR SALE ON COMMISSION.

At the Rooms of the Undersigned, No. 7, Meadow Street.
A nearly new Light English-built Miniature Brougham, with Lamps and Shafts, by J. Henderson.
One Ditto Self-driving Phaeton.
A new Light Palanquin Office Shigram with Lamps.
A Second-hand Ditto Ditto.
Few Sets of Plated and Brass Mounted Buggy Harnesses.
Few very handsome large Marble Figures with Domes.

BOMONJEE DOSSABHOY, Auctioneer and Commission Agent.

Bombay, 4th August 1873.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome household furniture, plated, glass and porcelainware, &c., at Meadow Street, Fort.

On WEDNESDAY, the 6th instant, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at the abovementioned place, the valuable and handsome household furniture, plated, glass and porcelainware, &c., the property of Henry Clark, Esqr., the same comprises, rich thin stem glassware, handsome dinner, breakfast and dessert services, best plated wares, such as a set of dish covers containing 3, hotwater curry dishes, cruet, pickle, and egg stands, ice pitcher, tea set, waiters, butter pot, a set of best electro plated lily pattern spoons and forks, table and piano candlesticks, cutlery, &c., richly carved furniture, such as a set of dining table in 6 pieces, a side board, whatnots, screws, circular, pier, and card tables, easy and drawing room chairs, conversation sofas, chiffoniers, teapoys, handsome drawing room carpets, ornament stands, lady's China work tables, plated and bronze single and three light hangior argands lamps, camp cots, dressing and washing tables, toilet and cheval glasses, clothes presses, towel horses, dispense articles, cooking utensils, &c.

Catalogues are printed and the property is now on view.

AUCTION SALE OF DISTRAINED PRINTING PRESS, &c.

On THURSDAY, the 7th instant, at 2 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at the Fort Police Court, by order of Magistrate of Police, sundry articles of distrained property, a Printing Press, &c.

AUCTION SALE OF SUGAR.

On TUESDAY, the 5th instant, at 3 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at Vadnee Gadee, by order and in the godown of Viram Asoo, and on account and at the risk of Jumnadass Mooriedhurdass.

61 bags of Sugar.

BENNETT & Co.

Bombay, 4th August 1873.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 4th instant, at 2 P.M., Messrs. CRAWFORD and Co will sell by Public Auction, at their Rooms

7 Bales Grey Shirtings.
10 ,, ,, T. Cloth.
10 Cases Grey Dhotics.
4 ,, Iron Tinned Spoons.
1 ,, Papia Machie Tea Trays.
1 ,, Electro-plated Cruet Stands.
1 ,, Gig, Jockey and Hunting Whips.

An Invoice of hand-ome Table Kerosine Oil Lamps.
On account of the concerned, ex S. S. Sunda.
M K—C J P—4—1 Bale Canton Silk, damaged by Saltwater.

SALE OF VALUABLE LANDED PROPERTY, consisting of Land and Commodious Four-storied House in the Elphinstone Circle within the Fort, at present in the possession of Mr. Hormusjee Bomanjee Wadia.

(Unless previously disposed of by private bargain.)

On THURSDAY next, the 7th August at 4 P.M., Messrs. CRAWFORD & Co. will, under instructions from the Mortgagee, The Malabar Company Limited, submit to Public Auction on the premises, on account and at the risk of the Mortgagor, Mr. Hormusjee Bomonjee Wadia.

All that piece or parcel of land or ground, situate, lying, and being on the west side of Elphinstone Circle Cross Road within the Island and Fort of Bombay, in the subdistrict of Fort and Colaba, containing by admeasurement 374 square yards or thereabouts, bounded on the east by the said Elphinstone Circle Cross Road, on the west partly by the property of Manockjee Cursetjee Powralla and partly by a passage dividing from the property of Messrs. Graham & Co., on the north by the Military Lane, and on the south by other property belonging to the said Hormusjee Bomonjee Wadia, together with the messuages, tenement erected and built partly on the said piece or parcel of ground and partly upon the Arcade covering the footpath running down the side of the said Elphinstone Circle Cross Road, which said premises have for some time past been and are now in the occupation of the said Hormusjee Bomonjee Wadia. For further particulars apply to the undersigned.

CRAWFORD & Co.

Bombay, 4th August 1873.

HOUSES, &c., TO LET.

TO BE LET, an Upper Storey UNFURNISHED BUNGALOW, situated at Cumballa Hill, containing Drawing, Dining, and four Bed-rooms with every convenience.

Also, for all information regarding Buying and Selling Carriages, Horses, &c., &c, apply to

JAFFER SULLIMAN & Co.

WANTED.

A GENTLEMAN can be comfortably ACCOMMODATED with an ENGLISH FAMILY in a well-situated BUNGALOW at Middle Colaba. Good Stabling. Apply to "Q.," care of *Bombay Gazette*.

WANTED, SECOND CLASS PASSAGE to ENGLAND, in a SAILING VESSEL or CANAL STEAMER for THREE or FOUR DESTITUTE EUROPEANS.—For further particulars apply to the Undersigned.

FRANK H. SOUTER, Commissioner of Police.

Bombay, 31st July 1873.

WANTED, a LOCAL FUND ENGINEER for the Sattara District. Salary Rs. 500, and Travelling Allowance Rs. 5 per diem when in the Districts. Applicants having a knowledge of Marathee would be preferred. Applications will be received by the Undersigned up to 1st September next.

J. H. GRANT, Acting Collector and President, District Local Fund Committee, Sattara.

TAYLOR & CO., CHEMISTS AND DRUGGISTS, RAMPART ROW, (NEARLY OPPOSITE THE NATIONAL BANK) BOMBAY.

MR. A. McM. TAYLOR, for many years Branch Manager to the late Firm of Thomson and Co., begs to inform his Friends and the Public that he has OPENED an ESTABLISHMENT as above. He would likewise solicit the patronage of the Constituents of the late Firm, assuring them that all Orders entrusted to his care will receive his best attention.

TAYLOR & Co., CHEMISTS AND DRUGGISTS RAMPART ROW, (Adjoining the P. and O. Co.'s Fort Office,) Bombay.

NEW ADVERTISEMENTS.

BOMBAY FOOTBALL CLUB. The LAST DAY of the INTERNATIONAL MATCH will be THIS EVENING at 5-30 P.M. punctually. The Sides will be the same as before.

A. E. PEILÉ, Acting Honorary Secretary.

NOTICE.—The ANNUAL SALES of ABKAREE and FERRY FARMS, and of the RIGHT of REMOVING SAND, EARTH, and STONE from the foreshore of the Colaba Collectorate will be HELD before the COLLECTOR of Colaba, at Alibagh, on the 19th August 1873, and following days.

C. R. OVANS, Acting Collector.

Colaba Collector's Office, Alibagh, 31st July 1873.

TO THE JUSTICES OF THE PEACE FOR THE CITY OF BOMBAY.—I hereby give NOTICE, that an ADJOURNED SPECIAL GENERAL MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be held in the TOWN HALL, on MONDAY, the 11th day of August, 1873, at 2 o'clock in the afternoon, precisely, for the final disposal of the Municipal Commissioner's Budget for 1873.

LESLIE CRAWFORD, Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 2nd August 1873.

TO THE JUSTICES OF THE PEACE FOR THE CITY OF BOMBAY.—I hereby give NOTICE, that a SPECIAL GENERAL MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be held in the TOWN HALL, on MONDAY, the 11th day of August, 1873, at 2 o'clock in the afternoon, for the election of Sixteen Members of the Municipal Corporation, as required by Section V. of Act III. of 1872.

To avoid confusion at the Meeting it is requested that every Justice, who may desire to propose any gentleman or list of gentlemen for election to the Corporation, will be kind enough to forward, in writing, to the Undersigned, on or before the 9th instant, at his Office, in the Town Hall, the names of such gentleman or gentlemen. Lists of those gentlemen who are eligible for election as members of the new Corporation, according to the provision of Sec. IV. of Act III. of 1872, can be seen at the Office of the Municipal Commissioner or at the Office of the Undersigned.

LESLIE CRAWFORD, Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 2nd August 1873.

MITHIBAI AND OTHERS vs. PESTONJEE FRAMJEE AND OTHERS. SUIT No. 877 of 1870.

NOTICE is hereby given, that the Undersigned will be prepared to receive TENDERS for the PRODUCE (as under) of the POWAY ESTATE, up to and inclusive of the 12th instant, viz.:—

Liquor, Kulmee and Jungloe Mangoes, Gayput Leaves, Stone Quarries, Brab Tree Fruit and Leaves, Paddy, &c., &c.

The Contract to extend up to 30th June 1874.

Particulars may be had of the Undersigned.

H. GAMBLE, Receiver.

High Court, 2nd August 1873.

NOTICE is hereby given, that the PARTNERSHIP carried on by the Undersigned, under the FIRM of DINSHAW HORMUSJEE & Co., as Auctioneers and Commission Agents, has THIS DAY been DISSOLVED by mutual consent.

DINSHAW ARDASEER.
HORMUSJEE MUNCHERJEE WADIA.
SORABJEE COWASJEE.

Bombay, 4th August 1873.

WITH reference to the above, the Undersigned have, on the premises hitherto occupied by the late Firm of Dinshaw Hormusjee & Co., commenced business on their own account as Auctioneers and Commission Agents under the STYLE of JEHANGEER HORMUSJEE & Co.

JEHANGEER CURSETJEE BANAJEE.
HORMUSJEE MUNCHERJEE WADIA.

Bombay, 4th August 1873.

P. FUCKEERJEE & CO., HOUSE AND COMMISSION AGENTS, 1, CHURCH GATE STREET, OPPOSITE *TIMES OF INDIA*, FORT.

SWISS CONDENSED MILK, Pure, Wholesome, and Agreeable, IMPORTED OVERLAND WEEKLY BY TREACHER & Co. (LIMITED), BOMBAY AND POONA.

AKEODERMA. (TRADE-MARK.)

A Liniment for the cure of Mange and all Skin Diseases on HORSES, DOGS, CAMELS, CATTLE, ELEPHANTS, And pachydermatous animals generally.

No Stable, Kennel, or Menagerie should be without it

Price Rs. 1-8 per bottle.

D. S. KEMP & CO., 7, ELPHINSTONE CIRCLE, BOMBAY.

GUNS, RIFLES, &c., BY HENRY, LANCASTER, &c., &c. Rs. 550, Rs. 600, and Rs. 750.

Large Single Barrel M. L. ELEPHANT RIFLE, by REILLY, for sale, a bargain ..... Rs. 200

Single Barrel B. L. Snider Rifle, in case with complete fittings, and 300 Cartridge Cases (some loaded) slightly used 100

REVOLVERS, By WEBLEY, COLT, and TRANTER, Rs. 50 to 65

SALOON and DERRINGER PISTOLS, 25

AMMUNITION AVAILABLE AT ALL TIMES.

THACKER, VINING, & Co.

MESSRS. CAMPBELL & CO., TOBACCO PLANTERS, CIGARS, CHEROOTS, AND CIGARETTE MANUFACTURERS, DINDIGUL, MADRAS PRESIDENCY, HAVE OPENED A DEPOT AND SAMPLE ROOM AT 6, ELPHINSTONE CIRCLE, BOMBAY, FOR THE SALE OF THEIR CIGARS, CHEROOTS, AND CIGARETTES.

Apply to the CLERK in CHARGE.

TERMS—CASH.

J. NEUBERG, MEADOW STREET, BOMBAY.

JUST LANDED, PER STEAMER ARETUSA, A FRESH SUPPLY OF GERMAN WINES.

STILL HOCK.

	Rs.
MARCOBRUNNER ..... per doz. quarts	35
LIEBFRAUMILCH ..... ,, ,,	31
Ditto ..... ,, pints	17
RAUENTHALER ..... ,, quarts	24
RUDESHEIMER ..... ,, ,,	22
Ditto ..... ,, pints	12
NIERSTEINER ..... ,, quarts	20
BODENHEIMER ..... ,, ,,	16
OPPENHEIMER ..... ,, ,,	20
GEISENHEIMER ..... ,, ,,	18
Ditto ..... ,, pints	10
RIESLING ..... ,, quarts	15

5 per cent. discount on taking 5 dozens.
10 ,, ,, 10 ,,

FOR CONSUMPTION IN HOT CLIMATES NO OTHER WINES CAN SURPASS, AND VERY FEW CAN EQUAL, GERMAN WINES.

SPARKLING MOSELLE. A VERY SUPERIOR WINE.

Rs.
Pints ..... per doz. 15

CLARET.

	Rs.
MEDOC VIEUX, Breakfast Wine ..... per doz. quarts	10
Ditto ditto ditto ,, ,,	6
PAUILLAC, superior quality ,, ,,	12
Ditto ditto ditto ,, pints	6-8
MARGAUX, a very good Dinner Wine ..... ,, ,,	16
SAUTERNE, very superior Wine ,, ,,	21

CHAMPAGNE.

	Rs.
GRAND VIN DE CABINET, a very superior Dry Wine ..... per doz. quarts	40
Ditto ditto ditto ,, pints	21
SILLERY MOUSSEUX, by Vaubun Frères ,, quarts	20
Ditto ditto ditto ,, pints	16

THE BICHE-LATOUR'S CELEBRATED BRANDIES.

	Rs.
COGNAC VIEUX, A-1 White Label ..... per doz.	24
Ditto ,, Green Label ,, ,,	27

GREAT REDUCTION IN PRICES BY TAKING LARGE QUANTITIES.

PORT WINE AND SHERRY.

	Rs.
PORT WINE, old, full-bodied ..... per doz.	24
SHERRY, very Dry.—Green Seal, from Butler & Son. ,,	25
Do. Stout, Rich.—Red Seal ..... ,,	27
Do. Extra fine, Dry.—Yellow Seal ..... ,,	30
Do. Prime Quality, by direct importation from Xeres ..... ,,	20

JUST RECEIVED PER S. S. ELGIN, GUINNESS' STOUT, BY SPARKES AND MOLINE, Quarts and Pints.

BASS' PALE ALE, BOTTLED BY STONE AND CO., Quarts, Pints and Imperial Pints.

J. NEUBERG.

NEW ADVERTISEMENTS.

TOWN HALL CONCERTS.

The NEXT CONCERT will TAKE PLACE on WEDNESDAY, 6th August, commencing at 6 P.M.

Admission One Rupee. No Tickets will be issued. The proceeds will be given to the Town Band Fund.

HERBERT COPE, Honorary Secretary, Organ Committee.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

HATTON COURT, THREADNEEDLE STREET, LONDON, INCORPORATED BY ROYAL CHARTER.

COURT OF DIRECTORS.—1873-74.

ANDREW CASSELS, Esq., *Chairman*.

FREDERICK W. HEILGERS, Esq.	WILLIAM MACNAUGHTEN, Esq.
JOHN JONES, Esq.	WILLIAM PATTERSON, Esq.
THOMAS LANCASTER, Esq.	LUDWIG WISSE, Esq.
EMILE LEVITA, Esq.	

Manager—JOHN HOWARD GWYTHER.
Sub-Manager—JAMES MACDONALD.
Secretary—WM. CHARLES MULLINS.

LONDON BANKERS. { The Bank of England. The City Bank.

PAID-UP CAPITAL—£800,000.

BRANCHES AND AGENCIES.

BOMBAY.	SINGAPORE.	SHANGHAI.
CALCUTTA.	BATAVIA.	HANKOW.
AKYAB.	HONGKONG.	
RANGOON.	MANILLA.	

THE BANK'S AGENCY IN BOMBAY GRANTS DRAFTS ON ITS HEAD OFFICE AND LONDON BANKERS, AS WELL AS ON THE OTHER AGENCIES AND BRANCHES; NEGOTIATES, AND RECEIVES FOR COLLECTION, BILLS OF EXCHANGE; EFFECTS REMITTANCES IN THE BANK'S OWN DRAFTS, WITHOUT CHARGE FOR COMMISSION; AND CONDUCTS ALL KINDS OF GENERAL BANKING BUSINESS.

INTEREST.

On Current Deposit Accounts interest is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. One Lac, but no interest will be allowed on balances of less than Rs. 1,000.

DEPOSITS OF MONEY

ARE RECEIVED AT CALL AND FOR FIXED PERIODS, ON TERMS WHICH MAY BE LEARNED ON APPLICATION.

All Letters should be addressed, and Remittances made payable, to THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

JAMES SIMPSON, Agent in Bombay.

NOTICES.

JOE HUSSEY'S CELEBRATED "COLONIAL MINSTRELS" HAVE ARRIVED, and will give ONLY ONE PERFORMANCE in BOMBAY, previous to their intended departure on a tour round the World.

They will appear on the BOARDS of the GRANT ROAD THEATRE, on MONDAY NIGHT, the 4th of August 1873, when the following Celebrities will appear:—

JOE HUSSEY, the inimitable Comique, brother to the celebrated Frank, and formerly of the original "San Francisco Minstrels."

PETE COLLINS, formerly Bones of "Birch's Minstrels."

CLEM NEILE and ABE REYNOLDS, the renowned Vocalists.

DAVE HAMILTON, MOSE MORTON, and TOMMY COLLINS, the well known Instrumentalists.

FRED MITCHELL, the Champion Jig Dancer.

Doors open at 8-30 P.M.; Performance to begin at 9 sharp.

PRICES OF ADMISSION.

Dress Circle	Rs. 4	Gallery	Rs. 2
Stalls	,, 3	Pit	,, 1

NOTE.—Smoking and Domestic Music strictly prohibited.

Tickets to be had at Messrs. SOUNDY, BRESLAUER & Co., and at the Theatre on the Night of the Performance.

NOTICE.—The EXCHANGE BANKS will be CLOSED on FRIDAY and SATURDAY, the 8th and 9th proximo, on account of COCOANUT HOLIDAYS.

Bombay, 31st July 1873.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that the BANK, HER MAJESTY'S GENERAL TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS BANK will be CLOSED on FRIDAY and SATURDAY, the 8th and 9th proximo, on account of the COCOANUT HOLIDAYS.

By Order of the Board of Directors, M. BALFOUR, Secretary and Treasurer.

Bombay, 31st July 1873.

NOTICE is hereby given, that Messrs. JAMES BURTON and SONS, of Manchester, have appointed the Undersigned their SOLE AGENT in BOMBAY for the SALE of their MEDIO TWIST. This Notice is published in consequence of the Undersigned having been informed that misrepresentations have been made in Bombay on the subject of the abovementioned Agency, whereby Dealers and Consumers are likely to be misled.

NANABHOY BYRAMJEE JEEJEEBHOY.

Bombay, 26th July 1873.

TO MERCHANTS, SHIPMASTERS, AND OTHERS. THE UNDERSIGNED is prepared to undertake the following on moderate terms, viz.:—

ANY WORK in connection with ACCOUNTS kept by DOUBLE or SINGLE ENTRY.

CORRESPONDENCE in ENGLISH and TWO FOREIGN LANGUAGES.

H. LEWIS.

ADDRESS—
18, Marine Street, Fort.

GREAT INDIAN PENINSULA RAILWAY. CONTRACT FOR PRINTING.

TENDERS are invited for the supply of PRINTED FORMS, loose and bound, required by the Company for a period of ONE YEAR from the 1st September 1873.

All particulars, together with a complete List of the Forms, may be obtained on application at the Storekeeper's Office, Byculla.

If deemed advisable, the work will be let in several Contracts. Sealed Tenders accompanied by a Deposit of Rs. 500 (Five Hundred) as a guarantee of the good faith of the Tenderer, will be received at the Agent's Office, Elphinstone Circle, up to 12 o'clock Noon, on SATURDAY, the 16th August 1873.

The Agent may demand from the persons whose Tenders shall be accepted Security for the due fulfilment of their Contracts to the extent of Ten per Cent. on the estimated amount.

The Agent does not bind himself to accept the lowest or any Tender.

W. MICHAEL, Acting Storekeeper.

Storekeeper's Office, Byculla, 29th July 1873.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India, and in the matter of the Estate of LIMJEE MANECKJEE and CAWASJEE MANECKJEE of Bombay, Parce Merchants, who formerly carried on business in Bombay under the Style and Firm of MANECKJEE LIMJEE and COMPANY.

THE FOURTH and FINAL DIVIDENDS will be payable as undernoted at 23, Sassoon's Buildings, Apollo Street, Fort, Bombay, on WEDNESDAY the 23rd and THURSDAY the 24th day of July instant, and on every Following WEDNESDAY and THURSDAY in the month of July and August 1873, between the hours of 11 and 3, on all Claims adjusted and admitted by the Trustees of the above Estates, viz.:—

On the separate Estate of Limjee Maneckjee at the rate of 5½ per cent.

On the separate Estate of Cawasjee Maneckjee at the rate of 3 per cent.

On the joint Estate of Maneckjee Limjee and Company at the rate of 18 per cent.

All Vouchers in the hands of Claimants must be delivered up to the Trustees on payment of the above Dividend.

A. J. MACDONALD,
H. R. CORMACK,
RAGHOONATH NARAYEN,
[Trustees of the above Estates.

Bombay, 21st July 1873.

THE MANOCKJEE PETIT'S SPINNING and WEAVING COMPANY.—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD at the Registered Office of the Company, No. 4, Church Lane, on THURSDAY, the 7th proximo, at 3 o'clock P.M., to confirm the following Resolution passed at the Extraordinary General Meeting of the Shareholders of the Company this day:—

"That the Directors have full power, with or without the consent of a General Meeting, to declare an ad interim Dividends, out of

COMMERCIAL INTELLIGENCE.

SATURDAY, 2ND AUGUST 1873.

Bank Bills, 6 months' sight..... 1s. 10 13/16d. to 1s. 10 15/32d.
Credit Bills, do. ..... 1s. 10¼d/16d.
Documents, do. ..... 1s. 11 to 1s. 11 1/16d.
Bank Bills, 3 months' sight..... 1s. 10 9/16d. to 10 23/32d.
Credit, do. ..... 1s. 11 11/16d.
Documents, do. ..... 1s. 10¾d.
Bank Bills, demand ..... 1s. 10 5/16d. to 11/32d.

On Calcutta Bank Bills, 60 days' sight. 99½ to 99 11/16d.
Do. demand 100 3/8

On Madras, 30 days' sight 99⅝
Do. demand..... 99¼

On China House Bills, 60 days' sight, 226 to 227.

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 111½
Four & half per cent. 106½
Four per cent. ... ...104½ to 105
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1865-67 ... ...103½
15 years' Debenture Loans 103½
10 years' do. do. 103
8 years' do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate ...112
New French Loan 5 per cent, fully paid up of 1871 and 1872 92
New French Loan instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond ..... 115.

Rates of discount at New Bank of Bombay—
Loans on Government Paper on demand ..... 4½ per cent.
Fixed Loans on do. to 3 months' ..... 5½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. on Merchandize ..... 7½ ,,
Cash Credit do. to 3 months' ..... 6½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. do. ..... 7½ ,,
Bank Bills ..... 6½ ,,
Mercantile Paper ..... 8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-3 6
Carolus 190
Mexican Dollars 223
Five-France Pieces 221½
Bar Silver... ... ... 107½ to 107¾
Gold Leaf 16-12
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

SATURDAY EVENING.

As usual on Saturdays very little business has been done: rates are firm at our quotations.

London { Cotton ..... / Oseed ..... } No ships.
Liverpool { Iron ships Cotton ..... £2 7s. 6d. / Wooden ships „ ..... £2 5s. 0d. / Myrabolams ..... £1 15s. 0d. nominal. / Coir bills ..... £0 15s. 0d. nominal. / Seeds ..... £1 15s. 0d. }
Havre { Cotton..... / Coffee ..... } No ship.
Overland Steamers—
Venice ..... £2 10s. 0d. nominal.
Trieste ..... £2 15s. 0d. nom.
Liverpool ..... £2 10s. 0d. to £2 17s. 6d.
Havre Cotton ..... £3 0s. 0d.
Liverpool via { Wheat ..... £2 10s. 0d. to £2 12s. 6d. / Seeds ..... £2 10s. 0d. }
Suez Canal { Cotton ..... £2 12s. 6d. }
China { Steamer Cotton ..... Rs. 22 per ton. / Opium ..... Rs. 25 to 30 per chest. / Sailing Ships ..... Rs. 4 per bale nominal. }
Calcutta ...Salt ..... Rs. 3½ per ton.
Calcutta to Bombay ..... Rs. 15 port charges.
Mauritius ..... Nothing doing.

BOMBAY BILL AND STOCK LIST.

SATURDAY AFTERNOON.

MARKET quiet for Spinning and other shares. Colaba shares were freely offered at Rs. 1,505.

BANKS.

No. of Shares	Nomi. value of sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank.....	90
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,430
10,000	500	all	5 p.ct.	Do of Bombay New ..	807½
10,000	500	250	5 p.ct.	Do 2nd Res. Issue	277½
5,250	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	275
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C..	150
80,000	250	125	4 p.ct.	National Bank of India..	121
10,000	250	all	12 do.	Oriental Bank	495

RAILWAY COMPANIES.

.....	£20	21 8 3/0	p.c.	G. I. P. Railway Consolidated Stock	237
.....	£20	10 9 1/2	do.	Do. New £20 Shares	126
.....	£20	13 10 2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 2 5 1	do.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.....	1,505
9,000	150	all	Nil.	Frere Land & Pier Co. Ld.	80
750	2,000	2,000	30 p.c.	Mazagon Land	865
1,000	1, 0	all	15 p.c.	Port Canning Land Company, Limited	405

SPINNING AND WEAVING COMPANIES.

500	1,000	all	50 p.c.	Alexandra Spinning	1,465
5 0	2,50	all	100*	Alliance Spinning	2,665
300	2,000	all		Bhownuggur M. & P. Co.	1,700
800	1,000	all	20*	Bombay United	1,175
1,500	150	150	25*	Broach Mills	225
2,500	2,500	all	...	Dhurumsey Spinning.....	1,600
750	2,000	all	200 p.c.	Great Eastern	2,275
750	1,000	all		Jeewraj Ballo Mills	1,170
2,500	1,000	all	140 p.c.	Manockji Petit's	1,280
900	1,000	a	60 p.c.	Morarjee Spinning	1,205
800	2,500	all	150 p.c.	Oriental	3,350
670	2,500	400	216 p.c.	Royal	2,325
500	1,000	all	...	Soonderdas Spinning.....	1,325

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 p.c.	Akbar Cotton Press Co...	1,850
200	2,000	1,100	150 do.	Albert Co. Kurrachee.....	775
350	2,000	650	Nil.	Alexandra Press Co.....	215
150	13,000	11,000	100 p.c.	Apollo Press Co.....	6,300
200	2,000	all	200 p.c.	Bombay Press Co.....	1,250
200	500	all	50 p.c.	Do New.....	375
350	1,000	1,000	100 p.c.	Broach Cotton Co	775
100	1,500	...	...	Carwar Company.....	1,200
500	1,880	all	40 *	Colaba Press Co.....	5,000
250	9,000	all	250 p.c.	East India Press Co.....	2,700
150	8,500	all	500 *	Fort Press Co.....	5,400
300	2,000	1,800	75 p.c.	Framji Cowasji Press Co.	400
200	1,000	all	200 p.c.	French Press Co	710
200	6,000	6,000	225 p.c.	Hydr aulic Press Co.....	2,150
250	5,000	1,467	75 p.c.	Imperial Press Co	825
700	400	350	42½ p.c.	Mofussil Press & G. Co..	715
120	2,500	all	250 p.c.	Prince of Wales Press....	2,100
200	1,000	all	...	Sassoon's Press Co.....	650
400	850	750	135 p.c.	Scinde Press Co.....	450
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited....	1,075
125	1,500	1,250	Rs. 80	Victoria Press, Madras...	1,150
100	550	all	8 pc.	Vic. Cot. Gin & Press Co.	800
450	...	...	...	Volkart United Press Co.	975

* Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	100 p.c.	Bombay Burmah Trading Corporation	1,370
1,000	50	all	4½ p.c.	Bombay Gas Company ...	68
500	500	300	15 p.c.	Landing and Shipping Co. of Kurrachee Ld...	130
2,150	200	100	8 p.c.	Malabar Company Ld....	102
1,000	50	all	12 p.c.	Mechanics B'ld'gs Co. ...	25
2,000	500	all	45 p.c.	Treacher & Co	410
2,000	250	all	40 p.c.	Vicgas Patent Slip Co ...	55

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	95	19½	...	Bank of China..... 1
.....	250	2	Mar. '66	Central Bank..... 1
.....	...	...	...	East India Bank 1
.....	200	13	Feb. '67	Indian Peninsula..... 1
.....	200	70½	May '67	Royal Bank 2

SALES AND PURCHASES.

PIECE GOODS.

THE market on Saturday closed very quiet without any quotable change in values. The demand for the interior continues very poor, the daily average consumption being about 75 packages only. The following sales are reported to have been made by European firms on Saturday :—

750 pieces Grey Madapollams 32 in. 24 yds. 3 lbs' Rs. 2 2 3
500 „ „ Shirtings 45 in. 39 yds. 9 lbs. „ 6 6 0
600 pairs „ Dhoties 44 in. 4-10 yds. „ 1 13 6
1,000 pieces White Jaconets 40 in. 20 yds. „ 2 4 0

COTTON.

We have no change to report in the state of the market, and prices remain well maintained. There is still very little disposition on the part of sellers to sell at current prices, and consequently the business doing on European account is very small. The following are our closing quotations :—

Oomrawuttee ..... at Rs. 195 to 198
Akote ..... at „ 203 to 204
Broach, M. G ..... at „ 208 to 210
Hingunghaut ..... at „ 218 to 220
Dhollerah and Bhownuggur ..... at „ 193 to 197
Sawgineed ..... at „ 200
Comptah and Vingorla ..... at „ 183 to 185

The following purchase transpired on Saturday :
50 candies Veerumgaum..... at Rs. 187 to 188

YARNS.

The market for most kinds of Grey remains in the same dull state, and prices rule in favour of buyers. The following sale has taken place on Saturday :—

4,500 lbs. Mule No. 40s. ..... at 11¼ as. per lb.

OOMRAWUTTEE BRANCH RAILWAY.

Traffic Receipts and Train Mileage for weeks ended 5th, 12th and 19th July.

	Receipts. Rs. a. p.	Train Mileage.
Passengers	398 1 10	 354
Goods.....	180 11 9	 102
Electric Telegraph.....	3 3 0	 0
Total.....	570 1 7	Total..... 456

SHIPPING.

DEPARTURES.

Augt.	Vessel.	Commander.	Destination.
2	Euphrates (s)	Melville.....	Kurrachee.
3	Tivelo	Greig	Rangoon.
3	Torino	Carrina	London, via Canal.

Ship Fathe Shah Allum, Nacoda, to Calcutta and Narrakel, obtained her port clearance on Saturday last.

MADRAS.

July
30 Oriental (s) ..... Rangoon.

ARRIVAL.

DAILY EXPORTS.—2ND AUGUST.

FOR LIVERPOOL.

William Woodbury, 123 bales cotton, Visram Jadowjee; 675 bags galls, Topen Ramdass & Co.
Dido, s, 71 bales cotton, Bhimjee Shamjee & Co.; 122 bales cotton, Nuthoobhoy Boorchund; 38 bales cotton, Nupoo Nensee; 50 bales cotton, G. Sigg & Co; 100 bales cotton, Hurrydass Soondersdas; 55 bales wool, Bunichund Fuckeerchund; 72 bales cotton, Tejpal Gopejee.
Sir Charles Napier, 52 bales cotton, Mathoordass Khetsee.
Orines, s, 23 bales wool, Keseowjee Toolseedass; 28 bales wool, Bhimjee Girdhur; 25 bales cotton, Shamjee Mooljee; 40 bales wool, Chinoodass Mahdewdass; 20 bales cotton, W. and A. Graham & Co.

FOR LONDON.

Orissa, s, 44 cases M. of P. shells, Nanseebhoy Gangjee.

FOR HONGKONG.

Bombay, s, 105 bales cotton, Hajee Adam Esmail & Co.; 25 bales twist, H. Jan Mamad Abdool Khaluck.

MILITARY.

DEPARTURE.—AUGUST 2.

Ker, Colonel, Bombay Infantry, on leave, to Poona.

POONA STATION ORDER.

By MAJOR-GENERAL J. T. GRANT, C.B., Commanding Poona Division of the Army.
Poona, 1st August 1873.

As the recommendation of the Veterinary Surgeon, the Officer Commanding Royal Artillery, Kirkee, was authorized to issue for a period of 30 days, from the 29th instant, 4lbs. of dry [grass daily, in addition to the ordinary ration, to each of the 34 horses belonging to the Royal Artillery at Kirkee.

Under instructions from Army Head Quarters, and with reference to G. O. C. No. 226 of 1873, Lieutenant H. Hay 2nd Squadron Subaltern, Poona Horse, is directed to join his corps.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 24th July 1873.

The C-in-C in India is pleased to make the following appointments :—

21st Hussars.—Lieut Arthur Purvis Lloyd to be Adjt, vice Combe, promoted, with effect from the 4th May 1873, subject to approval by H R H the Field Marshal Comdg-in-Chief. Dated 16th July 1873.

50th Regiment.—Lieut Liebert Edward Goodall to be Instructor of Musketry, vice Finney, promoted in the 97th Regt, with effect from the 22nd March 1873, subject to approval by H R H the Field Marshal Comdg-in-C. Dated 16th July 1873.

3rd Native Infantry.—Capt G. J. Skinner, S C, late Adjt of the regt, to be Adjt. Dated 16th July 1873.

14th Native Infantry.—Capt J. Cook, S C, is permitted to retain the appointment of Adjt, on promotion. Dated 16th July 1873.

18th Native Infantry.—Capt D. W. Inglis, attached to the regt, to officiate as Wing Officer during the absence of Capt Hennessy on furlough. Dated 16th July 1873.

35th Native Infantry.—Capt F. W. Nicolay, S C, is permitted to retain the appointment of Adjt on promotion. Dated 16th July 1873.

3rd Goorkha Regiment.—Capt L. Smith, 2nd Wing Sub and officiating Adjt, is confirmed in the appointment of Adjt, vice Gregory, appointed Wing Officer. Dated 12th July 1873

Capt E. D. Smith, offg 1st Wing Sub, to be 2nd Wing Sub, vice Capt L. Smith, and to continue to officiate as 1st Wing Sub, in addition to his other duties. Dated 12th July 1873.

36th Regiment.—Lieut Col FitzWilliam Frederick Hunt r, having completed the qualifying period of service in the rank of Lieut Col, to be Col by Brevet, from the 3rd July 1873, under the provisions of the Royal Warrant of the 27th Dec 1870, subject to approval by H M. Dated 16th July 1873.

Local rank is assigned to the undermentioned officers :—
Royal Artillery.—Lieut Col E W Dance to be Col, from the 11th June 1873.
Capt H L Gwyn to rank as Capt from the 23rd Dec 1869.
Lieut F E B Loraine to be Capt, from the 1st July 1873.
1st Battalion 21st Fusiliers.—Capt R W C Winsloe to be Major, from the 11th June 1873.

The undermentioned candidates are reported to have passed the lower standard in Hindoostanee on the 7th July 1873 :—
2nd class Asst Apothy I Burnett, R A.
Hospital Apprentice S T Dean, R A.
Army Schoolmaster T Pardy, R A.
Lieut and Local Capt W B Burton, 28th Foot.

Major C W B Chester, S C, offg 2nd in Comd 4th Goorkha Regt, is appointed to officiate as Assist Adjt Genl, Allahabad Division, during the absence of Lieut Col H F Brooke, and is directed to join without delay.

In anticipation of the approval of H R H the Field Marshal Comdg-in-Chief, and with reference to para. 806 Bengal Army Regulations, the following officers, detailed for duty with their regimental depots, will proceed to England during the ensuing cold season, doing duty with troops on the voyage :—
4th Hussars.—Capt W M N Kington and Lieut H F Grant.
15th Hussars.—Capt F H Gregory.
1st Bn 8th Foot.—Capt C D R Madden, Lieut R deC Oakeley, and Lieut C F Thomason.
2nd Bn 12th Foot.—Capt G J Gordon and Lieut A S Hext.
1st Bn 17th Foot.—Capt W H Parker and Lieut G L Field.
2nd Bn 25th Foot.—Capt F E Carleton and Lieut A N Adams.
30th Foot.—Capt H E Stopford and Capt H G Webb.
37th Foot.—Lieut H E Gaulter and Lieut W E Gilbert.
41st Foot.—Capt N Montgomery.
54th Foot.—Capt and Brevet Major J W Hughes, Capt E D Newbolt, and Lieut C F Carey.
62nd Foot.—Capt R Rogers and Lieut J Bennett.
70th Foot.—Capt C Roge-, Lieut F F Roupell and Lieut W A G Smith.
88th Foot.—Capt F White.
109th Foot.—Lieut and Local Capt J H Campbell.

The undermentioned officers have leave of absence :—
Royal Horse Artillery.—Capt L W Taylor, (A Batty F Brigade) to remain at Deyrah and Mussoorie, from 15th July to the 15th October, on private affairs, in extension.
Lieut J F Harman, (F Batty F Brigade,) to Bombay, from the 29th June to the 28th July, to appear before a medical board.
11th Hussars.—Bt Major A G Tempest, to remain in England, on private affairs, from the 11th June to the 11th Dec, in extension.
Royal Artillery.—Vety Surg A Pitcher, (F Batty 19th Brigade,) to Mussoorie, from the 20th June to the 15th Oct, on medical certificate.
58th Foot.—Lieut R L Arathoon, to Bangalore, on private affairs, from the 18th July to date of embarkation of his regiment for England, in course of relief.
109th F ot.—Capt R D Anstruther, to England, overland, from date of embarkation, to appear before a medical board.
107th Foot.—Surv W D Wilson, M B, to England, overland, from date of embarkation, to appear before a medical board.
109th Foot.—Capt C P Forbes, for one month, from date of leaving regiment, to port of embarkation ; and thence to England, for fifteen months, from date of embarkation, on private affairs.
Captain A Balderston, to the hills north of Deyrah, from the 15th July to the 15th Oct, on private affairs.
Staff Corps.—Lieut Col C Reay, (doing duty at Benares), to Mussoorie, from the 31st May to the 15th Oct, on private affairs.
Lieut C A Mercer, (offg Qrmr 4th Goorkhas), to Cashmere, from the 5th July to the 15th Oct, on private affairs, under the rules of 1868.
Lieut E F J de C Rennick, (offg 1st Squadron Subn 7th Bengal Cav.) from the 16th July to the 15th Dec, to Calcutta, to study the native languages.
Lieut C H S Gambier, (2nd Squadron Subaltern 16th Bengal Cav.), from the 14th to the 28th June, in extension of privilege leave, to enable him to rejoin.
Lieut J J Money-Simons, (1st Wing Subaltern 24th N I,) to Cashmere and the hills north of Dalhousie, from the 15th July to the 15th Oct, on private affairs, under the rules of 1868.
[This cancels the leave granted in G O C C 14th April, p 189].
Medical Staff Corps.—Capt H K O'Grady, (1st Wing Subaltern 15th Madras N I), to Bombay, for one month, from date of leaving regiment, to appear before a medical board.
General List, Cavalry.—Capt M J Moore, (Adjt 19th Bengal Cav.) to Murree, from the 11th August to the 15th October, on private affairs.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail. closes.	After-packet.
United Kingdom	Aug. 8	3-30 P.M.	4-30 P.M.
Kurrachee	„ 6	11 A.M.	12 A.M.
Persian Gulf via Kurrachee..	„ 13	11 A.M.	12 A.M.
Australian	„ 23	4-30 P.M.	{ No after packet.
China	„ 11	4-30 P.M.	
Mauritius, Reunion, &c.....	„ 8	3-30 P.M.	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the second half of the current year.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration after that hour will be received up to 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

CHINA MAILS.

The China Mail Steamers, for the second half of the current year, will leave Bombay as follows :—

	4 P.M.		4 P.M.
Monday	Aug. 11	Tuesday.....	Nov. 4
„	„ 25	„	„ 18
„	Sept. 8	„	Dec. 2
„	„ 22	„	„ 16
Tuesday.....	Oct. 7	„	„ 30
„	„ 21		

Registered letters will be received until 1 P.M. on the respective days.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 11th June and will continue so until further notice :—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the G. I. P. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Mummar, Nandgaum, Chalisgaum ; and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore.....	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	(5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G.I. P. R. for Poona, and Madras Presidency; also for Ahmednagur and Seroor,	11-30 A.M.	12 NOON.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country, ...	7-30 A.M.	8 A.M.	(5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch.....	4 A.M.	6 A.M.	(5 P.M. of previous days.
For ditto in Southern Concan, i.e., for Penn, Nagothna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	.....	(5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day ; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway ; for Poona, Southern Maratha Country, and Madras Presidency at 11-30 A.M. ; and for Scinde, Kattywar, and Cutch at 4 A.M. ; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for England is despatched every Friday evening at 5 o'clock, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ¼ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas ; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1 ; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

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One Week	*ditto* ..... „	1	8 0

The above rates are for subscriptions paid *in advance*.

NOTICE TO CORRESPONDENTS.

A KOKANEE KHOT should send us his name.

JUSTICE.—Probably the reason why our Church Gate Street contemporary has not inserted your letter is that you do not give your name, but the editor of a newspaper is the best judge of what letters should be inserted and what put into the wastepaper basket.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BENSON—July 31st, at the Adyar, Madras, the wife of Colonel R. Benson, M. S. C., of a daughter.
BOWDEN—July 27th, at Coonoda, the wife of E. L. Bowden, Esq., of twins, son and daughter.
HAMILTON—July 21th, at Chukrata, the wife of Lieut.-Colonel G. Hamilton, B. S. C., of a son.
HIGGINBOTHAM—July 25th, at Bangalore, the wife of Mr. J. J. Higginbotham, of a son.
MARTER—July 21st, at Chetterpore, Ganjam, the wife C. G Master, C. S., of a daughter.
MURRAY—July 26th, at Berhampore, the wife of G. J. Murray, Civil Service, of a son.
TROTMAN—July 29th, at No. 4, Theatre Road, Calcutta, the wife of William Charles Trotman, of a daughter.

MARRIAGES.

BANKS—D'AGUILAR—July 24th, at Christ Church, Simla, by the father of the bride, assisted by the Rev. J. Aberigh-Mackay, O'Brien Banks, of the Scinde Horse, to Katharine Rosa, third daughter of the Rev. J. D'Aguilar, Chaplain, Sealkote.
CROSTHWAIT—MURRAY—July 24th, at Nowshera, by the father of the bride, Thomas Philip Sherard, second son of the late Thomas Crosthwait, Esq., Dublin, to Emily Frances Torrens, second daughter of the Rev. Henry Murray, Chaplain, Nowshera.
JAMIESON—D'AGUILAR—July 24th, at Christ Church, Simla, by the father of the bride, assisted by the Rev. J. Aberigh-Mackay, Alister W. Jamieson, Lieutenant and Adjutant, 32nd Pioneers, to Geraldine Alice, second daughter of the Rev. J. B. D'Aguilar, Chaplain, Sealkote.

DEATHS.

BROWN—July 26th, at Rosebank, Tittaghur, Thomas Brown, Esq., aged 43 years.
CAVIE—July 23rd, at Hadjepore, Tirhoot, of consumption, Agnes Magenta, Eustace, wife of Wharton D. Cavie, aged 21 years.
DAVIOT—July 26th, at Maraudahn, Colombo, in her 76th year, Francoise, widow of the late Captain Emanual Daviot, Merchant Marine Service.

The Bombay Gazette.

MONDAY, AUGUST 4, 1873.

A QUARTER of a century has elapsed since the public voice expressed its disapproval of the muccadum or boat system of loading and unloading vessels in Bombay harbour and declared in favour of docks. Great indeed must be the obstructive capacity of any department of the State that can place its heel upon the commercial interests of a large and rising seaport, and greater still its capacity for circumlocution, when twenty-five years of valuable time have been occupied with a correspondence more voluminous than that which annexed the Punjab and gave the three Presidency cities of India to the British Crown. Since the year 1848 the Government of Bombay have had in contemplation the abolition of the tardy and extravagant boat system, and the substitution of deep water basins; and unless some unexpected turn should be given to the discussion, which would settle the doubting and distrustful mind of Government and secure its sanction to the execution of a wet dock, there is every probability that the Secretaries in the Public Works Departments will experience the same pleasure in writing about docks for the next twenty-five years as they have done in the past quarter of a century. Wonderful, indeed, in some respects is the power of the pen, and when we look upon the ass-load of correspondence about wet-docks for Bombay, we feel constrained to admire the inkish volubility of the writers. When we remember that the Secretaries who have manufactured so much literary rubbish were highly paid servants of the State, who were expected to take charge of the shipping interests and provide good and economic harbour accommodation for the trade, we lose patience as we remember that the question of dock accommodation has not been advanced in the remotest degree by any one of the responsible Secretaries. Time and money have been fearfully wasted, and the tempers of the merchants of Bombay have been sorely tried. Disgust has seized every mind, and hope deferred has made every heart sick. All that has yet been done—save the mark!—would be elegant trifling if it were not culpable neglect. That the sea-borne commerce of Bombay is still shipped and landed in boats in the employ of grasping muccadums, and that the expense incurred and damage sustained are greater now than they were a quarter of a century ago, is an opprobrium to the Government under which such a wretched and unsatisfactory system has been permitted to exist.

At last comes the dawn of brighter hopes. A Port Trust is formed, and the first important business which is to come before it is the question of wet docks. If left to itself the Trust will probaly recommend the immediate execution of a dock. Whether large or small we cannot say, nor does it much matter. We feel assured that utterly worn out by the past do-nothing-but-write policy, the Trust will relieve themselves of this portion of its obligation and responsibility to the trade, by desiring that a dock may be built as speedily possible. But will the Trust be left to use its own wits and decide the dock question upon its merits? We have reason to doubt it. Will not the obstructive spirit of the resolutioning department hover over the Council Board of the Trust and endeavour to direct the helm? For the last ten years the harbour and all belonging to it has appeared to be suffering under the curses of the thousands who were ruined by a pseudo trade: that is bad enough. But a worse curse awaits it in the let-alone policy which haunts it at every expected stage of progress and hurls it back into its condition of a couple of centuries ago. The Trust requires no coaching as to what it should do for the benefit of trade, and the members of the Trust would be the weakest of mortals if they did not refuse to be treated as school-boys and shake themselves free of all prejudices. Now that the Government of India has recommended the Government of Bombay to forward for sanction a wet-dock scheme for Bombay, and has promised not to debit the Trust with interest until the work has been completed, the Trust should seize the opportunity at once to submit a scheme and urge its adoption by Government without any delay. Apart from the question of the debt with which the Trust has been weighted, commerce expects immediate relief in the transhipment of cargo. This is undoubtedly the first great want of the port, and it is entitled to receive the earliest consideration from practical and experienced men. The great muccadum interest will rise up in judgment against the dock innovation, and condemn it on purely selfish grounds. And when the dock is completed, the increased dues will be paid with murmuring even when the benefits conferred are perceived, just as people always murmur at every unusual payment whether it is demanded for the extraction of a tooth or the quick and safe delivery of a box of sherry. The Trust will rise above these considerations, and, unlike those who have peddled and tinkered with the question before, will look only to the general prosperity of the port and the convenience of trade. The Trust may be warned with an opinion that a dredged channel cannot be kept open in Bombay harbour, but they will remember that this is an opinion of not a moment's consideration. Where careful borings have been taken, and the tidal movements on the surface and also on the bottom have been well studied, a reliable opinion as to whether a dredged channel can be kept open is easily obtained. If the Trust should be offered advice about its present and prospective financial condition, it will be its duty to explain to Government that all wet-docks which have been constructed in suitable situations have proved to be successful works. On this question we opine that the Trust will be a better authority than any irresponsible adviser of Government. If the Trust should now exhibit a weakness and fearfulness to undertake any great work of progress, we may begin a new log book and keep it open for another quarter of a century, and the Trust may order the plans of the dock basins, now in its possession, to be framed and hung up in the Board room as evidence of what the trade may expect in a succeeding generation. If anything can expedite the time when the land estate of the Trust will find willing purchasers in a rising market, it will surely be when square-rigged vessels and large steamers are brought into direct relation with the existing bunders. To say that the time for wet-docks in Bombay has not yet come, is to be wilfully blind to the great interests of the port, and to urge that the boat system should be sustained and supported for ten more years, is to discourage trade. If the Trust should be advised that it will some day be in a better financial position for executing wet-docks than it now is, the Trust will know how to reply. The estate cannot be most profitably worked by looking forward to, and waiting for, an increase of trade, if trade facilities are not granted. Like every reproductive property in existence the port property must be developed. We give the Trust full credit for a full acquaintance with the necessities of the port, and cannot believe that any opposing influence from any quarter will be permitted to sway its councils in the business which is now before it. The Trust is on its trial, and eager eyes are fixed upon its movements. Good honest work is expected from it, and we think we may safely presume that the trade interests of the city will be carefully looked after. Assuredly the disappointment will be great if the public learn that the mantle of the old obstructives of the port has fallen upon the representatives of the trade, now that the way has been cleared before them by the new Act, and the favour of Colonel Fraser, as well as every member of the Government of India. We have already experienced twenty-five years of the Public Works' hopeless inactivity, don't let us have twenty-five more years of dreaminess. The ignorance of the wants of the port which previously existed, and the injustice to trade which formerly prevailed, should now be replaced by the intelligence and zeal of a well-selected Trust.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

THE INDIAN BUDGET.

PARLIAMENTARY.

AFFAIRS IN SPAIN.

RAILWAY ACCIDENT AT WIGAN.

LONDON, 2ND AUGUST.

In the House of Commons Mr. Grant Duff submitted the Indian Budget.

He said that he doubted whether the Income-tax would not be reimposed within the next ten years; he reviewed the favourable and unfavourable features of the financial future, classing under the latter condition guaranteed railways, opium revenue, and army expenditure; and under the former the elasticity of the revenue and diminution of expenditure; he declared that the brighter features largely predominated. He said that the information from India induced belief that it was the intention of Lord Northbrooke to grapple with several questions of taxation but from obvious reasons he could not specify which. He looked hopefully towards the possibility of further military reduction, thus replying beforehand to Mr. Fawcett's resolution; and, defending the Constitution of Home and India Governments, he professed his inability to discern any immediate possibility of beneficial change.

Mr. Fawcett then moved his resolution previously announced.

He enlarged upon the oppressive and anomalous character of local taxation, advocating the suppression of local presidencies, enforcement of stricter subordination to central authority, and more extensive employment of natives.

Several other members advocated greater economy and reduction of expenditure.

The debate was then adjourned.

The German troops have evacuated Nancy.

The King of Savony is better.

Cholera is spreading in Tennessee.

LONDON, 2ND AUGUST.

In the House of Commons last night Mr. Schlater-Booth criticised the management of the Treasury; Mr. Lowe in reply promised that order and regularity should henceforth prevail.

The motion to increase the Duke of Edinburgh's annuity was opposed by a minority of eighteen.

The app

about him, except that, unlike his grandsire, Fath-aly-Shah, he has not five hundred wives. However the fair songstress of the Alhambra will make up for four hundred and ninety-nine of these charmers, charm they never so wisely. If newspaper report lies not, the Persian monarch paid very little attention to the sixty-two thousand troops that defiled before him at Longchamps yesterday. The French troops have in fact deteriorated sadly, and the marching of the line regiments is most irregular. No great complement to them on the part of the Shah was it that he should, all the time during the march-past, have been swallowing relays of ices and gazing through an opera-glass at the crowd of spectators. Though on a smaller scale a very different sight, would he have seen at Aldershot the other day, when our perfectly trained force there went through a sham fight before our Russian visitors and the Prince and Princess of Wales.

The Alexandra Park meeting, which comes off this afternoon and to-morrow, has an excellent programme dished up with plenty of added money. There are fifteen entrances for the Alexandra Cup, seven furlongs, and if a large long striding horse like Prince Charlie can swing round the numerous curves on the cock-pit of a course he will have little difficulty in winning even though opposed by such flyers as Blenheim, Drummond, Chandos, Mornington, The Colonel, Lady Athelstane, &c. For the Alexandra Stakes there are thirty subscribers, and in Mr. Spencer's handsome, clever, and sound, two-year old Lemnos, I think I "spot" the winner.

At the principal Club yesterday the Liverpool Cup was made the medium of some spirited speculation, Barmston and Old Italian being both backed at 3 to 1, the first named having the call, while, of the others, Jarnack was in most request at 6 to 1. For the Goodwood Stakes Uhlan was at the head of affairs at 9 to 1, 11 to 1 being laid against his stable companion Lilian. Duke of Cambridge remained firm at 10 to 1, and a main feature in the proceedings was the return of Lighthouse to a shorter price, 20 to 1 being accepted about M. Lefevre's representative. Closing prices :—

LIVERPOOL CUP.

3 to 1 agst Barmston (t and w) | 8 to 1 agst Kelchburne (t)
3 to 1 — Old Italian (t and off) | 10 to 1 — Lord Derby (t)
6 to 1 — Jarnac (t and w) | 12 to 1 — Master John (t)

GOODWOOD STAKES.

9 to 1 agst Uhlan (t and off) | 20 to 1 agst Cherie (t and w)
10 to 1 — Duke of Cambridge (t) | 20 to 1 — Fees (off)
11 to 1 — Lilian (t and off) | 25 to 1 — Old Italian (t and off)
11 to 1 — Catherine (off, 12 to 1 w) | 33 to 1 — Arcanum (t)
100 to 7 — Mozart (t) | 23 to 1 — Indian Ocean (t)
20 to 1 — Lighthouse (t) | 1000 to 20 — La Méprise (t, 40 to 1 also t)

GOODWOOD CUP.

500 to 400 agst Cremorne (t and off)

Mr. Savile with Uhlan and Lilian appears to be as dangerous with his Goodwood stake horses as he is in the Cup. At the weights I cannot but think that Lilian will prove the better investment of the two, though she has never yet proved in public that she can stay two miles and a half. On the contrary the horse, by winning the Ascot stakes, has convinced all that he can cover every inch of it. I fear there must be a screw loose with my original selection, the May Bell Colt, for on Tuesday he was suddenly driven from 13 to 20 to 1, one operator offering to lay 2,000 to 100 in one bet. Lighthouse too was completely knocked out, it being even reported that he had been scratched, but has to-day partially recovered. In spite of Fordham's brilliant aid he will hardly win. Baron Rothschild's Hippia filly is doing very good work, led by Hannah. When she ran in the Oaks she was quite off, and I am prepared to see her run a great mare. Her action is very fine, but she is small in size.

There appears to be a great doubt as to Marie Stuart running in the Goodwood Cup, and, until Mr. Merry's deep intentions are fathomed, it is difficult what to say of her in connection with this race or the St. Leger. Under Sonata's tuition, she is doing a good mile and three-quarters work at Lambourne, as is Doncaster who goes by himself. Favonius and Cremorne are both going like lions, and if the old horse has preserved the form which enabled him last year to romp in before Albert Victor by ten lengths the race between these two sons of Parmesan will be a rare treat. Both can race, both can stay, and both are sound as bell metal, whilst in either case both will have the advantage of the ablest training and jockeyship, for Maidment thoroughly understands how to get it all out of Cremorne.

The entire Alvedistan Stud, 58 lots, is to be sold by Messrs. Tattersall at Alexandra Park on Wednesday next. The fortunes of the house of Day are on the decline. Amongst the stallions are Camerino, Man at Arms, and Promised Land, the Goodwood Cup winner of 1859.

Let me counsel all Indians to read "A True Reformer" by the author of "The Battle of Dorking." In it the Indian Staff Corps is likened unto the Strasburg clock, or Babage's calculating-machine, and is described as a body with no distinct organization, nor any specific size, but simply a congeries of miscellaneous Government employés, the only thing military about it being its name, &c., &c., &c. "Read—mark—learn!"

TIGERS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Colonel Douglas Hamilton, Madras army, has written to the *Times* as follows :—

The common idea that tigers will only eat animals killed by themselves is a complete fallacy. Tigers will at times make a meal off any dead game they may fall in with, provided they are undisturbed and suspect no snare; as a rule, they always prefer putrid to fresh meat. I have often killed a bison and left him untouched in the forest; as long as he was fresh, the tigers, although they would come and walk round him, would never touch him. The moment the bison became putrid, the tigers would gorge themselves and never leave off eating, if undisturbed, until the whole was consumed. In this way I have repeatedly got shots at the brutes. Sometimes I have been unable to go and watch, and when I have gone, I have found the place trampled down with footprints of the tigers, and nothing but the bones of the bison left.

This is so directly at variance with what is commonly believed, even by persons who have claims to be considered authorities on the subject, that I shall be glad if any sportsmen will tell if they have ever known a tiger which was not starving eat putrid flesh.

Bombay, 2nd August. B. A.

BOMBAY.

INFANTICIDE.—The body of a native child, prematurely born, was found on Friday in a dust-bin at Gaewady.

THE RANEE OF KOTH.—The Ranee of Koth has engaged a Bombay barrister in a dispute between herself and the Government.

JUDGE OF THE CIVIL COURT AT NOWANUGGUR.—Mr. Dwarkadas Sunundhal has been appointed a Judge of the Civil Court at Nowanuggur.

MUNICIPAL FINES.—Mr. Dosabhoy Framjee disposed on Friday of a number of municipal cases, and the fines inflicted amounted to Rs. 150.

HEAVY RAIN AT NOWANUGGUR.—A correspondent states that there was a heavy rainfall at Nowanuggur during last week. The public health was reported to be good.

A RECONDITE SUBJECT.—The public of Poona are invited to hear Mr. Gopal Vyankajee Kabe, B.A., deliver a lecture on "Is Political Economy entitled to the name of a science?"

POONA MORTALITY.—The mortality in the City of Poona during last month was one hundred and seventy-eight. Fever and ague are still prevailing in the cantonment and the city.

ATTEMPT TO COMMIT SUICIDE.—The first-class magistrate of Duskrohie has sentenced a Hindoo woman to one month's imprisonment, for having attempted to commit suicide by jumping into a well.

SUICIDE.—An inquest was held on Friday at Mahaluxmee concerning the death of one Govind Raghoba. The jury found that the man had committed suicide by drowning himself in the Mahaluxmee tank.

APPLICATION FOR A WARRANT.—A man named Moorja Rahim appeared before Mr. Dosabhoy Framjee on Saturday, and obtained a warrant against one Dewsing Visramsing, charging him with assault.

CARRIAGE ACCIDENT.—On Friday a man named Gunput Dajee, while walking along the Esplanade Road, had his foot seriously injured by the wheel of a shigram passing over it. He was removed to the Jamsetjee Hospital.

BOY GAMBLERS.—On Saturday three Hindoo lads, aged respectively twelve and fourteen years, were charged before Mr. Connon with gaming with dice and money in a public place. The charge was clearly established, and the boys were sentenced to receive five stripes each.

SUDDEN DEATH.—A Coroner's jury was empanelled on Friday at the Morgue, Camatsepoora, on the body of a Goanese named Pedro DeSouza, who, whilst returning home from Dhobie Talao fell down in a fit, and expired shortly afterwards. The jury came to the conclusion that death was caused by heart disease.

PROGRAMME OF MUSIC to be played by the Town Band at the Esplanade Band-stand this evening :—

March	Josephe ..... Meloain.
Polka	Rongria ..... Nicolai.
Selection	Orpheus in Enfers ..... Godfrey.
Valse	Bluette ..... Jaques.
Aria	Rigoletto ..... Verdi.
Galop	Velocipede ..... Levy.

GOD SAVE THE QUEEN.

WAIFS AND POST OFFICES AT SHENDURNI.—A scheme pendent to be adopted in the postal matters, by which the postal authorities to give a post office to the town of Shendurni, in the Khandeish collectorate. Shendurni is a large town, containing about 2,500 houses. It is visited very frequently by Europeans who come to see the cave temples of Pardapur.

THE POONA DACOITS.—There is a report that the gang of Punjabees who attempted to rob the Deccan College and a few nights afterwards looted the house of a Parsee in the Sudder Bazaar, (for there can be little doubt the thieves were the same,) have been the guests of a pensioned sepoy of the 24th Native Infantry, who is now gymnastic instructor at the Deccan College, and would be able to give them plenty of information about it. The sepoy who got his hand cut off at the College is said to be progressing favourably.

GAMBLERS.—Soonderjee Luckmechund and three others were on Saturday charged before the Senior Magistrate, at the instance of Mr. Inspector Raymond, the first with keeping a common gaming house and the rest with gaming therein with dice and money. The defendants were adjudged guilty. The keeper of the house was fined Rs. 100 and the rest Rs. 50 each. Jadowa Gunsey and four others were charged before the same magistrate with being found in a common gamiog house, gaming with dice, counters and money. They pleaded guilty, and being confirmed gamblers, were fined Rs. 50 each. The money found on the ground (Rs. 22-12-11) was ordered to be forfeited to the poor-box.

CRUELTY TO A HORSE.—Captain T. Trueman, the Assistant Cantonment Magistrate, fined one Nursingar bin Ragoba, a coach proprietor, in the sum of rupees fifty for using a horse with broken knees. From the evidence of Captain Henry Owen, a Cavalry officer, it appears that on the 24th ultimo, a horse came into his compound in a shigram with knee-caps on. He asked the driver to take off the knee-caps, when it was discovered that both the knees were broken, the right one very badly indeed. There was a deep hole in the middle of the knee, and the driver took some powder out of his pocket, put it on the knee and fastened it again. The horse had great difficulty in moving even at a walk. It must be stated here that Captain Owen has been attending the Veterinary School and is therefore capable of offering a decided opinion. The accused admitted the charge and was mulcted in the sum of Rs. 50 as stated above, under Act III, chapter III, para. 22. Captain Trueman thanked Captain Owen for bringing such a case before him.—*Poona Observer.*

EXECUTION.—Ramjee bin Chimajee was executed on Thursday morning last, near the City Jail, in presence of the City Magistrate, Mr. E. T. Richardson. He was sentenced by Mr. Justice Pinhey to suffer the extreme penalty of the law, for the murder of his mother Yessye.—*Poona Observer.*

THE ELECTIONS.—At the election last Saturday less than one-sixth of those entitled to vote gave in their votes. Of these elected to the Municipality about half are Parsees. The Parsees are not more than one in sixteen of the population of Bombay.—*Bombay Guardian.*

RAINFALL IN BOMBAY.

July		Byculla. In. Cts.	Fort. In. Cts.	Colaba. In. Cts.
27	Sunday	0 57	0 80	0 18
28	Monday	0 43	0 48	1 10
29	Tuesday	0 3	0 17	0 7
30	Wednesday	0 27	0 16	0 11
31	Thursday	0 11	0 10	0 6
Aug.				
1	Friday	0 27	0 30	0 10
2	Saturday	0 18	0 15	0 2
	Total for the Week	1 86	2 16	1 64
	Previously registered	38 43	37 17	37 84
	Grand Total	40 29	39 33	39 48

HIGH COURT.—4TH AUGUST.

[Before the HON. MR. JUSTICE BAYLEY.]

MOTIONS.

356-73—Rimington, Hore and Langley—John Myer Marks, v Rajaram Govindram, and others—Shapoorjee and Thakurdas.

171-70—Leathes, Crawford and Boevey—Prembai v Dhunbai—Rimington, Hore and Langley.

[Before the HON. MR. JUSTICE PINHEY.]

LONG CAUSES.

681-72—Jefferson and Payne—Waljee Muddonjee v H. Bazonjee—Shapoorjee and Thakurdas.

427-70—Tyabjee and Sayani—C Hyder Ali and Co v H Thavur & Co—P Cowasjee.

321-71—Craigie, Lynch, and Owen—Bace Meherbaee, widow, v Khoja AlibhoySomejee—Manisty and Fletcher.

507-72—Shapoorjee and Thakurdas—Bace Jeevee v Soondarjee Govindjee—Rimington, Hore and Langley.

613-71—P Cowasjee—Dheeroo Jeewanee v Fazulla Carsumbhoy—Tyabjee and Sayani.

[Before the HON. MR. JUSTICE GREEN.]

FOR JUDGMENT.

333-72—Hearn, Cleveland and Peile—Harriette Amelia Philips v Gungaram Peerajee—M H Khan.

SUITS FOR HEARING AND FINAL DISPOSAL.

LONG CAUSES.

953-70—Munshi—Chittoba Purshotumjee v Thucker Ruttonjee Lelljee—Tyabjee and Sayani—part heard.

54-73—Manisty and Fletcher—Khalacdina Khalfanbhoy v Madhowrao Dinanath—G J Mody.
748-72—Tyabjee and Sayani—Khalacdina Khalfanbhoy v Poondlick Narayen and others—G J Mody.

687-71—Manisty and Fletcher—Gocouldas Purshotumdas v Bayee Ayee and another—Dallas and Lynch.

194-72—K. Morojee—Bapoojee Morojee v Nusserwanjee Ardaseer Wadia—Rimington, Hore and Langley.

675-72—Prescot and Winter—Cursetjee Nusserwanjee Cama v Bapoojee Morojee—K Morojee.

48-73—Leathes, Crawford and Boevey—Hormusjee Pestonjee Framjee v Ferdinand Fisher—Chalk and Turner.
186-73—Leathes Crawford, and Boevey—Hormusjee Pestonjee Framjee v Ferdinand Fisher—In person.

169-73—Shapurjee and Thacurdas—Abba Rajee Esmail and others v Abba Thara and others—G S Judge.

783-71—Jefferson and Payne—Valjeebhoy Khaigar and others v Peerbhoy Essubjee and another—M H Khan.

773-71—H E Hope—Succaram Hoolajee v Shaik Ally Vullad Abdool Cadur—G J Mody.

651-72—Chalk and Turner—Abbajee Babhunjee and another v Hamabai alias Rahibaee—Macfarlane and Skipsey.

717-73—Dallas and Lynch—Mahomed Yoosoof Naderi v Alli Abdoolla—Jefferson and Payne.

751-72—Jefferson and Payne—Nusserwanjee Hormusjee P v Navazbai widow—Leathes, Crawford and Boevey.

760-72—Macfarlane and Skipsey—Khemchund Cullianchund v Balloobhoy Ruttonchund—Shamrao (Settled.)

[Before the Hon. Sir CHARLES SARGENT.]

SHORT CAUSE.

513-73—Craigie, Lynch and Owen—Motilall Shewlall v Chogilall Nundlall—Jefferson and Payne.

LONG CAUSES.

634-72—Hearn, Cleveland, and Peile—Joosub Jaffer Wydina v Cristnajee Nagraj—Dallas and Lynch.

16-72—Craigie, Lynch and Owen—Bapoo Sujoo Naiquin v Cassee Naiquin—Jefferson and Payne (Part heard)
745-72—Jefferson and Payne—Cassee Papoo Naiquin v Bapoo Sajoo Naiquin—Craigie, Lynch and Owen (Part heard.)

188-73—Leathes, Crawford and Boevey—Manockjall Gungadass v Laldass Ramdass and others—Shapurjee and Thakurdass (Settled.)

389-72—Jefferson and Payne—Mathew Benjamin Cohen v Her Majesty's Secretary of State &c.—Mr. Peile. (To be referred to arbitration.)

147-72—Shapoorjee and Thakurdas—Vullubdas Hurjeevundas and another v RustomjeeHormusjee—Leathes, Crawford and Boevey.

223-72—Rimington, Hore and Langley—Venayeck Trimbuck v Luxmibai Hindu widow—Chalk and Turner.

531-72—G J Mody—Nusserwanjee Ruttonjee Tatta v Bomanjee Nowrojee and another—Dallas and Lynch; Shapurjee and Thacurdas; and Hearn, Cleveland and Peile.

THE SHAH'S PORTRAIT.—The *Berliner Wespen* has composed an excellent portrait of the Shah of Persia, drawn from the contradictory reports of different papers. "Naser ed Din has a gloomy, friendly, wormout, youthful countenance, in which a delicately formed, strongly arched nose is a striking feature. His eyes are dim and fiery. He likes to eat alone, and cannot bear to be without a large company at table. His habits are thoroughly civilised European; during the representation of 'Aladdin' he asked for his water-pipe, and in the drawing-room of the of the Princes Carl he threw the stalks of the fruit presented to him on the floor. He talks a great deal and often remains silent for hours. Gentle as he is, he took great pleasure in the roaring of the wild beasts in the Zoological Gardens, which he enjoyed with his native cruelty at the bonbons presented to him there. He likes nothing but a voluptuous table and the ballet, and came to Europe only in the interests of his people to learn the progress of civilisation. He remained a long time on the stage of the opera-house and made little David a delightful compliment, for he is in general towards ladies very gallant, severe, tender, and wild and refuses them nothing but his head, whose they are curiously. He drinks Madeira and Champagne exclusively, and lets nothing pass his lips but water. He observes acutely, looks on everything with indifference, and wears gold spectacles made of steel. He is especially pleased at the cheers of the people, and as he passed through the masses of the crowed he was indifferent to their acclamations, which were even troublesome to him. The Shah is corpulent, thin, of a noble unsociably vulgar mein, tall, very short, and wears a black, remarkably variegated, red, entirely yellow uniform, without any ornaments, in which the innumerable diamonds are particular striking. He is almost entirely bald, and a conical cap of cloth constantly covers his luxuriant falling hair. He is 42 years of age, born in 1843, and has been on the Persian throne already a quarter of a century, whose ornament he has become in this short space of his things, and for which he has been impossible for him to gain the love of his people."

SHIPPING ITEMS.

THE ITALIAN S.S. TORINO, 960 tons, Capt. G. Carrens, sailed yesterday for London with original cargo from Colombo, and Mr. Fanny as a passenger.

THE B. I. S. N. Co's S.S. EUPHRATES, 499 tons, Captain J. Melville, sailed on Saturday last for Kurrachee with a general cargo and the following passengers:—Captain and Mrs. Parker and three servants.

THE FATHE SHAH ALLUM, 819 tons, Nacoda, will sail to-day for Calcutta and Narrakel with a general cargo; and 15,817 cantars salt, original cargo from Jeddah, will be carried into the same bottom to Calcutta.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time.	Height.	August.	LOW WATER. Time.	Height.
H. M.	IN. FT.		H. M.	IN. FT.
7 57 m	3 5	Monday..... 4	0 44 m	4 8
7 0 a	1 8		1 38 a	0 3
9 9 m	4 4	Tuesday..... 5	1 51 m	5 5
8 16 a	2 2		2 56 a	0 9
9 59 m	5 2	Wednesday ... 6	2 53 m	6 5
9 23 a	3 2		3 53 a	1 9
10 44 m	6 3	Thursday 7	3 52 m	7 4
10 21 a	4 2		4 41 a	2 10
11 26 m	7 2	Friday 8	4 43 m	8 0
11 15 a	5 2		5 30 a	4 1
.....	.....	Saturday 9	5 30 m	8 4
0 4 a	7 11		6 13 a	5 5
0 5 m	5 5	Sunday 10	6 15 m	8 2
0 43 a	8 3		6 56 a	6 4

Moon—Full, 8th, 6h. 42m. P.M.

BOMBAY FOOTBALL CLUB.

On Saturday evening only about a dozen players met on the Bombay Football ground, and the proceedings were voted slow by performers and spectators. The Rugby game was not played as usual in consequence of the small numbers, and the Harrow, or dribbling one, was substituted. The novelty may have been interesting to a few. Boevey, whose dribbling proclivities have already made him a man of mark, distinguished himself on this occasion, and so did Lushington, who both kicked and "dribbled" beautifully. To-night the grand International Match will be finished. The players will probably be the same as they were on the last occasion.

BOMBAY UNITED FOOTBALL CLUB.

THE most spiritedly-contested game which this Club has played this season took place on Saturday, the sides being Irish (Reds) *versus* Scotch and English (Blues). During the first portion of the game, the Irish managed to secure two touch-downs; Corkery, who procured the second, being unaware of the rules of the game as regards the kick for goal, dropped the ball, which, pounced on by a Blue, was sent spinning towards his adversaries' goal. When half-time was called, the Reds, reinforced by a second Anak and several of his species, with the wind in their favour, kept the ball down towards the Blues' goal; and despite the efforts of W. Camming (Captain) and his men, Vining, Frost, Miles, Gordon, and the two Cummings, the Anglo-Irish Wallahs were compelled to touch the ball down behind their own goal; *en passant*, will any football player kindly give the definition of a forced touch-down? Spillane, Corkery, Stapleton, J. Walshe (senior), E. Doyle, played well for the Irish; but, considering that the Blues were so numerically inferior to their opponents, and that the weight of each one of them was less than each one of the Reds, it may well be said, "*Sic transit gloria Hibernie.*"

LEGS.

SAD DEATH OF TWO SEAMEN AT MAZAGON.

On Saturday, at about one o'clock, two seamen named John Roberts and Thomas Anderson, of the Liverpool ship John Adamson, met a sudden death under very sad circumstances. The ship had been in Mazagon Dock undergoing repair for about a week, and she was to have been taken out on Saturday. Before she cleared out, the men whom we have mentioned proposed to bathe, and for this purpose went to the dock ladder which leads down to the water. Roberts could not swim, and Anderson could; and as there was at this time about eight feet of water in the dock, Roberts felt some distrust at taking a plunge. Anderson, however, encouraged him by telling him that he would take him out if anything were going wrong with him, and thus assured Roberts entered the water. He swam about four strokes, when he turned and endeavoured to reach the steps again, but this he could not do, and was on the point of sinking when Anderson jumped in to the rescue. Roberts clutched him round the arms, and Anderson, who thus felt he could do nothing—neither save himself nor his friend—gave a loud and painful cry. He called to Roberts to let go his hold, but this warning Roberts was too excited to heed, and a desperate struggle which lasted for ten seconds took place between the drowning men. Anderson did all he could to shake off the fatal grasp of Roberts; but the expenditure of his strength in this way was unavailing, for Roberts still clutched with a terrible hold, as though he believed that there was only Anderson between him and eternity. Anderson at last sank from sheer exhaustion, and Roberts went down with him. Neither of them ever rose to the surface again. The struggle, we believe, was seen by a number of people on board the John Adamson, and their position was made agonizing by the fact that they could render no assistance. Buoys were thrown over the spot where the men went down, but of course they were useless in consequence of the disappearance once and for all of the unfortunate persons whom they were intended to help. The dock sluices had been partially opened, little time before the accident occurred, and we have no doubt that it was the strong under-current which had thus been created that hindered either Roberts or Anderson from rising to the surface after they sank. A native diver and Mr. Smail recovered the bodies within an hour after the accident, and as they were found lying separate, though both near the bottom of the steps, Roberts must have abandoned that fearful clutch on Anderson's arms when the water closed over them. The affair caused a very painful sensation in Mazagon Dockyard. In the afternoon Dr. Hewlett held an inquest on the bodies. The following is a portion of the evidence recorded :—

Isaac Smail said—I am a diver in the employ of the P. and O. Company, and live on the premises. To-day, at about 1-30, I was informed that two men had been drowned in the quarry dock. I went there and found that the body of one, whose name is, I am informed, John Roberts, was recovered before I had deeped. After I had deeped I went down. There were about ten feet of water in the dock. At about four feet from the bottom of the ladder I found the body of the deceased Thomas Anderson lying on his back. I passed a line and brought the body on shore.

Edward Evans said—I am a fireman on board the steam ship John Adamson. I knew Thomas Anderson, who was an able seaman on board, and I also knew John Roberts, who was an ordinary seaman on board the John Adamson. To-day, at about 1-30, the John Adamson was lying in the graving dock of the P. and O. Company at Mazagon. There were eight feet of water in the head of the dock at this time. I saw John Roberts undress and go down the steps leading from the head of the dock into the water. I was walking along the north side of the dock, when Thomas Anderson came up to where I was walking, and asked, me whether I would take a swim with him. I said "No." Thomas Anderson took off his cap, his shirt, and put them down on one of the steps of the dockside, and jumped in and swam to where Roberts was standing on the ladder at the head of the dock. Anderson said to Roberts, "Jump in, and I'll teach you how to swim." Roberts jumped in and gave about five strikes and then suddenly turned round and appeared as if he was exhausted. Seeing this, I raised an alarm, and Anderson jumped in to go to Robert's assistance. When Anderson reached Roberts, the latter clasped him with his arms, but Anderson managed to hold Roberts above water for about ten seconds, and then they both sunk at about six yards away from the steps. I raised an alarm and a life-buoy and line was thrown from the deck of the ship. I ran round and got a rope and threw it into the dock, but the men had sunk. I cannot swim and therefore could not jump in. Two sailors came from the ship and jumped in, but could not find the bodies. Roberts' body was brought up in about fifteen minutes. He was dead. Anderson's body was recovered in about forty minutes, and he was of course dead. There were no other persons in the dock besides the deceased, and there were no other person but me about who witnessed the accident. Both the men were perfectly sober.

Dr. Sidney Smith, Surgeon to the Coroner, who had examined the bodies of the deceased, was of opinion that the cause of death was asphyxia from drowning.

The jury found that the deaths of the deceased persons were caused from having been accidentally drowned in the P. and O. graving dock at Mazagon.

YE GRAND MATCH OF YE BOMBAY CRICKET CLUB.

'TWAS on Bombay's emerald sward, where crops of grass and monsoon slush, also the verdure and bloom of nature, at this time of the season seem to spring up almost spontaneously, that two select elevens of cricketers, chosen from the Military and Civilian elements, went forth on Saturday last to do honest rivalry with one another. The Demon of Discord was absent, we are glad to say, on this occasion; the only *brouillerie* witnessed throughout the day being a slight misunderstanding between the renowned Jack and that celebrated purveyor of drinks, Talkerjee. Irrespective of this little *contretemps* the whole day's doings were stamped with that oppressive peacefulness so irritating from its dull monotony, and had even Wilkie Collins in all his glory been a spectator, we venture to predict he would have felt extremely uncomfortable.

The Gunners and Pongoes were evidently the more powerful team of the two, having all the talent for hurling the leathern sphere on their side. Among their number we observed our old friend the Ancient Prophet, with the lovely golden hair, a sweet seraphic hue of maiden blush pervading his angelic physiognomy. We may almost say in the words of Byron—

"A lovely being, scarcely formed or moulded,
"A rose, with all its sweetest leaves yet folded;"

the primeval old Knickerbocker, with health-beaming countenance, looking more manly in form than ever; Mayhew, the great author of the period; one of the County of Dublin lads, named Bond; one of the Buffs; and a very promising colt named Boddam: *per contra*, the Civilians—*nil desperandum*—knowing full well that—Murray—*multum demissus homo*;—Old Jack—*hic et ubique*;—The Poet—*homo multarum literarum*;—the great Cameronian, in his immaculate suit of knickerbockers, a perfect vision of heavenly beauty, such as the eye of man hath seldom seen;—Mr. Scratch, Mr. Straw, and last but not least the insinivating, full-pitch bowler, the Incipient Poet Moore. These heroes had, we say, to meet the finest army of the world, and although they sustained a defeat, as the returns of killed and wounded will show, still

"Those who fight and run away
"May live to fight another day."

The weather being temperate and agreeable, exhibiting only occasionally the Bombay climate in its perversest of moods, such a galaxy of beauty (and we all have a keen sense of the beautiful) as was never seen at a cricket match before assembled on the ground to witness the strife. There were Bac Goolbace, wife of the Towers of Silence warrior,

"Arrayed in all her charms, appeared the fair;
"Tall was her stature, unconfined her air;
"Proportion decked her limbs, and in her face
"Lay love enshrined, lay sweet attractive grace"—

and Muncoobae, wife of the Purdasee who incited the row, with gazelle-like eyes gazing on, her artless charms unadorned by the usual foreign aids worn by ladies of the 19th century, the very embodiment of the "Mild Hindoo"—

"A robe of purple hue
Hung loosely o'er her tender shape, and tried
To shade those beauties that it could not hide."

Old Jack exclaimed, "Beauty is worse than wine: it is perfectly intoxicating." But "the play's the thing!" as Shakespeare has it; so let us to business at once. Punctually to the hour of 11 the Civilians sent to the wickets the Poet Moore and the graceful Cameronian to the bowling of Simmonds at the Fort end and that of Boddam the colt on the gaum side. The Poet's career was soon nipped in the bud, being beautifully caught at point by the Prophet, when Old Jack joined the Cameronian, and it was expected they would have it all their own way; but *more omnibus communis*; Jack in making use of his left leg instead of his bat stopped a straight one, and had to retire with a brace of runs. Campbell, the Incipient, and Mr. Straw were quickly disposed of by that universal leveller, Boddam, when Murray, the knowing card, joined the Cameronian, and right well these two flowers of the Bombay Cricket Club fiddled away, when after running up the score to 39 a shot dropped by Boddam, with a "death-dealing Hollis" precision, went clean through the Cameronian's breast works, and the beleaguered fortress fell. Smyth, of Cheltenham and Lancashire renown, then went out to keep Murray company, but his visit was of short duration: after making three runs he received his quietus from Boddam, who upset his middle peg with a first-class bailer. The Benjamite with the beard of history then shewed his hirsute face at the wickets. The first ball from Boddam overcame him quite, thereby proving that pos'-prandial proclivities are prejudicial to cricket, and *ex magna cœna stomacho fit maxima pœna*. Softeastle and Scratch each contributed a brace to the score, when the innings terminated for a sum total of 58. Ten minutes time was then allowed to roll the ground, which gave Old Jack an opportunity to brew his stream of magnetical influence, a concoction of beer, sherry, brandy, soda-water—*cum multis aliis*—a very refreshing, exhilarating, and potent beverage, which all the combatants partook of copiously.

The Military first sent Bond, the County of Dublin lad, and Dickett to face the bowling of Lang and Murray, neither of whom acquitted himself as he should have done, so the least said about it the better. The primeval Knickerbocker crumped one of Murray's to leg for four, which was followed by the man of the Buffs doing ditto for the same number, in the same direction. Captain Thornhill then skied one, which was accepted by the Poet, when Boddam the colt joined Spens. The first ball he put clean into the hands of the Cameronian, who dropped it like a hot potato, the reason why, being best known to himself. These two warriors, both young in years but old by experience, made matters look very queer for the Civilians and quite demoralized their bowling, when at last Old Jack managed to secure one of Boddam's sky scrapers, and the bell for dinner was rung soon after. And what is more pleasant than a cricket dinner? where the peasant and the peer can sit down side by side together with the conscientious feeling that "whilst in war we are most in peace," and what we ask is more pleasant than the indigestible lobster salad? Even he who has lived his whole life according to the precepts of Socrates could not refuse to partake of such a dainty dish—*Venter præcepta non audit*—add to which the refreshing beverage called "mug" freely partaken of, then add the magnificent cheers and counter-cheers, and the whole formed a day's fun to be remembered.

CIVILIANS	1st Innings.	2nd Innings.
T. H. Moore	c Waudby, b Simmonds	runout 5
C. W. Cameron	b Boddam	21 b Waudby 4
F. S. Hore	b w, b Boddam	2 b Simmonds ... 21
R. S. Campbell ...	c & b Boddam	2 not out 19
J. Moore	c Boddam, b Simmonds	0 b Simmonds .. 0
H. S. Read	b Boddam	5
R. Murray	b Boddam	no out ..... 1 c & b Waudby 27
C. B. Smyth	b Boddam	0 not out 15
W. Law	c Simmonds, b Boddam	0 c Waudby 0
C. L. Hardcastle.	b Simmonds	0 b Waudby 2
F. Hatch	not out	3 b Waudby, b Boddam... 5
	Byes	11 2
	Leg Byes	0 3
	Wides	2 3
	Total	99 159

MILITARY.	1st Innings.	2nd Innings.
Lt. Bond, 83rd	c and b Lang	0
Sr. Dickett, R. A. ...	c & b, b Murray	1
Capt. Thornhill, R.A.	c T. H. Moore, b Lang	6
Lt. Spens, 3rd Buffs	b Lang	27
Capt. Wauthy, 15th N. I	c Smyth, b J. Moore	19
Lt. Boddam, 83rd	c and b Hore	44
Lt. Foulger, 108th ...	c Murray, b Hore	13
Lt. Mayhew	b Read	13
Mrs. Gayer, 21st N. I.	c Smyth, b J. Moore	11
Pt. Simmonds, 83rd ...	run out	10
Pte. Lockhart, 83rd ...	not out	9
	Wides	2
	Total	199

A KIEL Professor of Philosophy has, according to the German papers, given a ball to celebrate the 2,302nd anniversary of the birth of Plato! What next?

HANDSOME silver tea and coffee services and a magnificent salver have lately been presented to Mr. Thomas, on his retirement from the editorship of *Notes and Queries*.

THE German Anti-Jesuit Society has adopted the following motto :—

"Non cum Jesu sis."

THE REPORT OF THE ENGINEERING REFEREES ON TOOLSEE DAM No. II.

From the MUNICIPAL COMMISSIONER, to the CHIEF SECRETARY to GOVERNMENT, General Department.

SIR,—I have now the honour to forward the report of Messrs. Forde and Mathew upon the construction of the proposed Dam No. 2 of the Toolsee Lake, with reference to the Resolution of the Worshipful Bench of Justices, cited below, and to the correspondence ending with Government letter No. 428 of 4th February 1873:—

Dated March 6th, 1873.

That the Municipal Commissioner be requested to have a statement of the points on which the opinions of Col. Kennedy and of Mr. Ormiston are at variance prepared by the Executive Engineer, and to ask the favour of the opinion of Messrs. LeMessurier, Mathew, and Forde upon the subject. Should the decision of these gentlemen be in accordance with the opinion of the Hon. Col. Kennedy, the Bench will withdraw its opposition to the course proposed by him.

2. The referees have discussed three questions :—

1st—The cross section of Dam No. 2.

2nd—The advisability of having a waste weir on Dam No. 2.

3rd—The height of Dam No. 2 above water level.

3. Upon the first question, the point which I first must notice is that of the foundation of Dam No. 2. Mr. Walton originally designed this Dam on the assumption that its foundation should be about five feet below the surface of the soil. The referees show that the foundation should be at least fourteen feet below the surface of the soil.

4. I think that it would have been much better had the depth of the wall below surface and the nature of the material on which the foundation is to rest been completely ascertained in the first instance. I must, however, state that in preparing his original report on his project for the Toolsee water works, Mr. Walton was much pushed for time. The Bench resolution sanctioning the preparation of the project was passed only on 20th November 1871. It was of the first importance that the project should be got out and considered in time to allow of the works being so far completed by the end of the fair season of 1872, as to permit of a portion of the rainfall of the Toolsee Valley being passed into Vehar in the monsoon of 1872, and Mr. Walton's report, which involved a complete re-survey, was brought out on 23rd December 1871. Mr. Walton informs me that he never intended the work of No. 2 Dam to be commenced till the question of its foundation had been set at rest. With reference to the 4th para of the referees' report, the site for this Dam will be once more thoroughly examined at the beginning of next season.

5. The referees agree with Mr. Ormiston, that under the circumstances of this Dam "the principle of calculating the pressure from the present surface of the ground only is not a safe one, and they are of opinion that the wall throughout should be founded on rock, and should be designed to bear a pressure of water equal to the full depth to foundation." After the very clear and convincing statement of the grounds of this view given by the referees, I think there should be hesitation in accepting it.

6. Next, with regard to the cross section to be adopted for Dam No. 2, the referees point out that the section, one commonly used in the profession, which Mr. Walton proposed, is 24 per cent. weaker than Professor Rankine's section, and gives, it is true, the strength demanded by Mr. Rankine's conditions, but not any surplus strength, while it contains 7 per cent. more masonry than a wall, built on Mr. Rankine's section. On the other hand, a Dam built on the section suggested by Mr. Ormiston contains an excess of masonry of 117 per cent. and would consequently be very costly. The referees also explain (para. 2) that Mr. Rankine's diagram was intended for a very high wall with a roadway over it, a point which appears to have been hitherto overlooked. They show that the weight of the masonry which is being used for Dam No. 1, and will be used for Dam No. 2, is 155 lbs. per cubic foot instead of the 125 lbs. assumed by Mr. Rankine. And

way from Carwar to Bellary is an entirely new idea.

I believe that upwards of twenty years ago the Madras Government considered, and favourably reported upon, a project for a system of railways for the Southern Mahratta Country, having its base at Carwar, and none of those, who have since advocated the construction of a railway from Carwar, have done so as an isolated line.

This was very pointedly put by Sir William Denison, in a memorandum he submitted to the Secretary of State for India in 1859, when he asked for a Government guarantee to a line "from Carwar to Hooblee, *as the first section* of a system which shall be ultimately extended northward, to join the G. I. P. Railway; eastward to Bellary, to join the Madras Railway; and southward, through the Mysore country to Bangalore."

It has been represented to the Committee that making a railway from Carwar to Bellary would involve the complete construction of everything to make a port of commerce at Carwar, "in opposition to Bombay," port, trade, everything.

So far from this being the fact as regards the port, it is a fine natural harbour, is perfectly safe, and easily accessible at all seasons. During the last ten years many ships and steamers have loaded at it, not a few during the stormy season, and without a single accident.

It has been visited regularly since 1863 by the steamers of the British India Steam Navigation Company, latterly twice a week, and the steamers of another Coasting Company now visit it weekly. These steamers call regularly at all seasons, and have not once been prevented by weather from entering or leaving the port by day or by night, which is more than can be said of Bombay; nor has their loading or discharge ever been delayed from this cause.

A lighthouse is already built, moorings have been laid down, a wharf has been constructed, and it is quite unnecessary that another rupee should be expended on harbour works, even although the trade should attain considerable magnitude.

It is the only harbour between Bombay and Cape Comorin, on the Western Coast of India, accessible at all seasons, the other ports on the coast being either open roadsteads or barred harbours, unapproachable during the South-west Monsoon, excepting Karrakel and Alleppee, which are open roadsteads, but being partially protected by mud-banks, are sometimes approachable.

As to the general question of the necessity or advisability of a railway to Carwar, I draw the attention of the Committee to the following extract from a letter addressed to me, 2nd August, 1872, by the Rev. Dr. Wilson, of Bombay:—

"Since my return to India, I have been very busy, especially in connexion with our own mission, which, of course, at all times occupies my chief concern. My attention, however, has during these few weeks been aroused by the discussions conducted in the Chamber of Commerce and elsewhere, about the projected Carwar railway. With a view to the welfare of Western and Southern India, I wish that enterprise most cordially God-speed. For this I have reasons which largely bulk before my mind, and which have in no degree been affected by the discussions in the Chamber.

"Looking at the map of the portions of India which I have now mentioned, or rather looking at these portions of India themselves (for I am familiar with them by personal travel), I cannot resist the conclusion that the great desiderata for the provinces lying above the Sahyas (or Ghaut Mountains), the South-ern Mahratta Country, and the north of the Carnatic, are practicably accessible to the sea board, and a practicable harbour available at all seasons of the year. Nearly directly opposite Mangalore, above the Ghaute, there are most remarkable ruins at a place called *Hallabid* (not in Canarese), which I myself have been photographed by Dr. Pigou, Colonel Tripe, Mr. Butcher, C. E., and others. These ruins are the remains of a capital called *Dwara Samudram*, the Gate of the Ocean, which had its importance from its being the inlet to the mountain passes leading down to the sea about Mangalore and the other localities in its neighbourhood. Commerce took this route for long, and met with diversions elsewhere, only because at these places there was really no good harbour at all, and ultimately because of the establishment of the Portuguese power, where Goa now stands, at the mouth of the river, taken from the Beejapore Mahomedan dynasty. The commercial advantages of Carwar, however, (intermediate between Goa and Mangalore) were soon discovered by the English East India Company, which had a considerable factory there so early as 1661. These advantages consist in its excellent natural harbour, accessible at all seasons of the year, and next to Bombay in this respect on the Western Coast of India, and its being the natural terminus of the more easy passes communicating with the Southern Mahratta Country and the north of the Carnatic.

"It was only the blind and demented policy of the tyrant Tippoo that brought it to temporary ruin. In this position it could not long remain; and the restorement of the port is unavoidable under enlightened government and mercantile policy. The great desideratum for it is the construction of such a railway, communicating with the higher country lying eastward of it, as was projected a few years ago. To think of a paying railway draining the South-ern Mahratta Country and the north of the Carnatic, and leading, *viâ* Sholapore or Punderpore, to Bombay, is, in my opinion, quite Utopian. Think of a broken ground over which such a railway has to pass, and the numerous mountain streams and rivers like the Malarba and the Krishna, which it would have to bridge, and its great length before it can reach the G. I. P. R. works, and you will see that its cost must greatly exceed any expectancy of profit. The Carwar line, conducting directly to the sea, is much preferable.

"I have the cotton traffic in my eye in this remark, but not the cotton traffic alone. The high country needs the salt, and the rice, and the cocoanuts of the low country, and the European imports which would reach Carwar; and the low country needs the wheat, and the barley, and the pulse of the high country. The forests, too, must not be forgotten. Who would propose to take these products by road over the circumbendibus route above the Ghauts? But I write with very limited time at my disposal, and I cannot enlarge on these matters at present. Some of the merchants here have alluded to the tendency of commerce to go to great places of export, in preference to those of lesser importance; and on this account hesitate to attach due importance to Carwar as a place of export compared with Bombay. But the answer to this is, if the cotton be wanted in Bombay, it will be taken thither by sea, at a smaller expense than it could be by land by the proposed route above the Ghauts, as already stated."

Compta, distant from Carwar about 20 miles, was the principal outlet for the produce of the Southern Mahratta Country until Carwar was opened.

It has no harbour, is only accessible to small coasting vessels, and the trade is closed completely from the first appearance of broken weather at the commencement of the South-west Monsoon—say middle of May—until its close in September.

It has been stated that the native merchants are averse to leaving Compta, where they have good houses, gardens, and temples, and complete arrangements for carrying on their business; but though it is true they have many ties to Compta, they all recognise the superiority of Carwar, and are prepared to come over if the railway be made. Indeed, many of them have already got permanent establishments at Carwar, *and the house assessment at the same rates now yields more at Carwar than at Compta.*

The present influence of Compta and Carwar on the trade of Bombay may be judged of by the following traffic statement. Last year the exports of cotton for the twelve months ending 30th June were—

	Doccrs.	Bales.	Bales.
Compta to Bombay	18,200	= 54,6)	
,, Carwar.....	4,800		
			56,001
Carwar to Bombay.....	50,322	= 16,797	
,, ,, ...		758	
,, Europe.....		28,167	
			45,722

Sir Stafford Northcote—You particularly wish to dispute the statement that influence was used by your house to get Government to purchase the Elphinstone Company?—Most distinctly.

And you wish particularly to dispute the statement that no list of shareholders was ever published?—Yes, a list of the shareholders was annually deposited in the public office required by law, and the list of shareholders was open at all times to the inspection of the shareholders.

The substance of your account of the transaction is that the Elphinstone Company had obtained certain land which gave them a sea frontage, and that when the Government desired to reclaim the foreshore, they were unable to do so without reclaiming some portion of the land of the Elphinstone Company, and that the consent of the Elphinstone Company had to be obtained?—Yes, the Government came to the Company and said it wished to reclaim, but the Elphinstone stood in the way, and the Elphinstone Company came forward and proposed to take up the reclamation of the portion that lay in front of their works.

If a loan had been granted the works would have been proceeded with?—Certainly.

You made formal application for that purpose, but it led to no result?—It was referred to the Government of India by the Secretary of State.

Your application was made to the Secretary of State?—Yes.

And he referred it to the Government of India?—Yes.

You received no formal answer?—No; I never received any formal answer.

A proposal afterwards came to you from the Government for the purchase of the property?—Yes.

You did not yourself express any desire to sell it?—No.

With regard to the statement which was made that the Government might have had the property for half the money which was ultimately paid, you say it would have been impossible for the Government to have purchased the property on those terms, but that they might have gone into the market and purchased up the shares to a considerable extent; would that have been possible?—The only way in which I can reconcile the statements which have been made with truth.

If it had been known, in other words, that the Government were buying the shares, would not that have raised the price of the shares? Certainly, it would.

Would it have been possible from the constitution of the Company for the Government to have held shares? I do not know any thing in the constitution of the Company which would have prevented Government from purchasing.

Could the Company have prevented a purchaser from being registered? I think not.

The Government would have been liable for calls? Yes.

And the contract would have been very much the same thing? It would have been better.

Better for you? Better for the Company.

But not necessarily better for the Government? Quite so.

What were the considerations which led to the origina concession of the foreshore to the Company. Besides the obligation laid upon you to reclaim, you gave the Government certain portions for the purposes of the Railway Companies? Yes; we gave 300,000 square yards for the goods terminus of the railway.

The property has not yet been fully developed? No.

Do you expect that the property will become more valuable? I think so.

What are Government waiting for? At the present time there is not a single dwelling house on the land.

You consider it of great importance to Bombay that the foreshore should be improved? Undoubtedly.

Mr. Crawford—The great policy in the establishment of wharves is that ships may discharge their cargoes alongside? That is a great thing for trade.

And it was a great point of policy for Government to obtain possession of the property? Yes, clearly.

In what other way might that have been accomplished by Government? By forming docks and tidal basins in Moody Bay.

Would that have been more economical or less economical? I think it would have been less economical.

You have seen Col. Fraser's report of course; when was it given in? In 1871 or 1872.

Sir Stafford Northcote—There has been a considerable sum expended on Moody Bay? Yes.

In what way spent? In the reclamation of land from the sea.

Is it good so far it goes? So far as it goes it is good, but it is not protected by permanent walls; the walls though rough are sufficient to protect it from destruction.

Is it filled in within the walls? I think it is all filled in now.

So that if no more money were laid out upon it, it could not be considered lost money? No; it is not in a rough state.

Sir George Balfour—Do you consider that your house in providing accommodation did good service to Bombay? We had that distinctly in view.

And that the events of the war in America led to still greater demands for accommodation? Yes.

And that your house did good service to the rising place of Bombay in commencing this large undertaking? I have always thought so.

And that the main object you had in view was that your extensive transactions in common with the transactions of other merchants should be benefited by your measures? Certainly.

And you are still of opinion that if energetic measures were taken for the improvement of the foreshore, still greater good would be rendered to the commerce of Bombay? Certainly.

Then with regard to Carwar was not that place transferred from the Madras Government to the Bombay Government because of its great connection with the trade of the Southern Mahratta Country? Yes, all the produce of the Southern Mahratta Country found its way chiefly to Bombay.

It would be very important to open up the country behind Carwar? It is a very rich country.

And cotton is not the only produce which the country yields? It can yield all the kinds of produce which India furnishes. There was a great trade in seeds and other produce until cotton absorbed all the attention of the country.

And you still consider it feasible from a commercial point of view that that rich country should be opened up? I think so.

Whether by means of canals or otherwise? It is impossible to do it by canals in my judgment.

And you consider a railway perfectly feasible up the ghauts? Perfectly.

The cotton instead of going 499 miles to Madras would travel by a short route not half that distance to Carwar? Yes.

And the mere difference of cost of carriage by the short route would alone make it a paying concern in Manchester? It would be a gain.

And do you still advise that that country should be opened up? Yes.

Is it not of great importance that that unopened country should be opened out to the Western Coast of India? Decidedly, it is inhabited by a very bold and turbulent people, and it always seemed to me of great importance that it should be opened.

(To be continued.)

INDIAN ITEMS.

A Post Office peon in Calcutta has been fined twenty-five rupees for delaying for ten or twelve hours to deliver a letter which had been entrusted to him.

The name of the European who is to be tried for bigamy at Lahore is Stantly, and he was formerly an officer in H. M.'s 10th Regiment.—*Englishman.*

A Royal Prisoner.—A nephew of the king of Burmah is reported by the *Rangoon Mail* to be on his way to Rangoon as a State prisoner, in charge of a Major Lloyd.

Jumping out of a Train.—A Mussulman girl jumped out of a 3rd class railway carriage on the Calcutta line last Wednesday, but without suffering any harm, though the train was going at full speed.

Cowrie v. Owen.—The Magistrate's order, sentencing the *Englishman's* reporter to 3 months' imprisonment for criminal intimidation, has been reversed, and the prisoner released, by the criminal court of appeal.

Accident on the River.—We learn that on Tuesday afternoon, one of the larger dingheys manned by Mussulmans got capsized in putting off to the B. I. S. N. Co.'s Steamer from the Armenian Ghaut, the six men forming her crew being all drowned.—*Indian Daily News.*

A wonderful Escape.—An aged native woman, while proceeding along College Street yesterday morning, was run over by a carriage and pair of horses that were being driven furiously along, and the occupants of which were natives; but, strange to say, though the conveyance and horses passed over her, she escaped unscathed.—*Englishman.*

A dangerous Fall.—An East Indian lad, named John Peters, in Calcutta, had a narrow escape on Wednesday evening whilst flying a kite on the terrace of his house, which is without a balustrade. In running backwards he suddenly fell from the roof—a height of some thirty feet—on to the projecting thatched verandah of an adjoining house which luckily broke his fall before he reached the ground, and he escaped without any injury.

Deaths by Drowning.—Two accidental deaths have recently taken place among the European community at Benares. In one case, a lad, by name Cecil Storrow Lowler, aged 16, a nephew of a respected townsman, Mr. Walter Smyth, was drowned in a tank in his compound. The other case is that of a European jockey, by the name of Calton, in the service of His Highness the Maharajah of Vizianagram, K.C.S.I.; the body was recovered from a well.

The Calcutta Police Court Building.—This building (the old Sailors' Home) the recent repairs of which cost Rs. 18,000, was on Tuesday in such a leaky state as to be quite unfit for use. The Courts of the several Magistrates, their benches, the reporter's seats, the offices, &c., were inundated with water the night previous, and rendered so damp on Tuesday, as to cause considerable inconvenience to the Magistrates, and the several officials in the conduct of their duties.

The important suit involving the succession to the estate of the late Maharajah Maun Sing, K.C.S., has, after a long and patient hearing in the Court of the Deputy Commissioner, Fyzabad, just been brought to a close. Judgment was pronounced on the 28th ultimo, dismissing the claim of the Maharajah's grandson, Pertab Narain Sing, to succeed to the estate. The estate, though valued at thirty-two lakhs of rupes for the purpose of the Stamp Act, is said to be worth a crore, and by the judgment just delivered the *status* of the Maharanee Maun Sing remains unimpaired.—*Pioneer.*

Selling Liquor to Soldiers.—A case of selling liquor to soldiers was tried by the Cantonment Magistrate, Mhow, during last week. A correspondent writes:—"The shop-keeper, Mr. Sunida, an Italian, opened a shop lately in the Parsee School, opposite the Roman Catholic Chapel, to the great scandal, I believe, of the Rev. Father's congregation. At the trial it was fully proved that Mr. Sunida had been selling pegs for some time to the men of the Hussars and Artillery. On conviction he was fined, by Colonel Lister, Rs, 100, and his assistant, a Parsee, Nowrojee Jamsetjee, Rs. 50 At first Mr. Sunida's license was taken from him, but the Rev. Father went to the General, and persuaded him to get the Magistrate to return the license, as the man had no other means of livelihood."

Oudh Commission.—The following official changes in the Oudh Commission are about to take place:—Lieutenant-Colonel MacAndrew to officiate as Commissioner of Seetapore, *vice* Major Thompson, C.S.I., who has obtained an extension of leave. Lieutenant-Colonel Chamier to officiate as Commissioner of Roy Bareilly, *vice* Lieutenant-Colonel Mac Andrew. Lieutenant-Colonel Perkins to officiate as Commissioner of Lucknow, *vice* Lieutenant-Colonel Reid, proceeding on leave. Mr. Williams, C.S., to officiate as Deputy Commissioner of Barabankee, *vice* Colonel Chamier. Major Ouseley to officiate as Deputy-Commissioner of Seetapore, *vice* Mr. Anderson, proceeding on leave. Mr. Blennerhasset, C.S., to officiate as Deputy Commissioner of Hurdui, *vice* Captain deMontmorency, proceeding on leave.

East Indian Railway Traffic.—*Main Line.*—Earnings week ending 19th July 1873, £31,578-1-5. Corresponding week last year, £30,820-11-7. Increase, £757-9-10. From 1st July 1873 to 19th July 1873, £95,731-4-1. From 1st July 1872 to 20th July 1872, £92,532-7-3. Increase, £3,198-16-10. Miles open week ending 19th July 1873, 1,280. Corresponding week last year, 1,280. Per mile open week ending 19th July 1873, £24-13-5. Corresponding week last year, £24-1-7. Increase, £0-11-10. *Jubbulpore Line.* Earnings week ending 19th July 1873, £1,718-0-8. Corresponding week last year, £1,603-3-0. Increase £114-17-8. From 1st July 1873 to 19th July 1873 £5,256-8-3. From 1st July 1872 to 20th July 1872, £4,669-8-3. Increase, £586-19-7. Miles open week ending 19th July 1873, 223½. Corresponding week last year, 223½. Per mile open week ending 19th July 1873, £7-13-9. Corresponding week last year £7-3-6. Increase, £0-10-3.

Mr. Hannay, who arrived here from the wild regions, where he has been in addition to discovering coal doing good service, departed for Rangoon on two months' leave, on Tuesday last. This young officer has before him a career (if he has the bump of perseverance) that will end well. Brave as a lion and undaunted by such petty things as tigers, etc., etc., he has pushed himself further into the wilderness of this country than any other living European, and for his noble conduct in the execution of his duties he has been handsomely rewarded. The Governor-General of India, in Council, by request of the Home Government having presented him with a magnificent rifle, the worth of which we should say, is precious to its owner—the inscription thereon being an acknowledgement of the greatest country in the world of a young officer's services. We wish Mr. Hannay every success and sincerely trust that his onward march to promotion will be crowned by the condescension of his chiefs to recognize in him a superior young gentleman.—*Arakan News.*

FORECASTS OF EXPENDITURE FROM LOAN FUNDS ON RAILWAYS AND IRRIGATION WORKS.

MEMORANDUM NO. I.

On the forecasts of Guaranteed and Loan Works expenditure and income from 1872-73 to 1877-78, including Railways and Irrigation Works.

The probable effect on the finances of the operations on Loan Works is considered in detail in the Memoranda Nos. II and III, and the results only will be brought together in this Memorandum.

Irrigation Works.

2. The works in hand and in contemplation are given in the list accompanying Memorandum No. II, by which the total expenditure required is estimated at £20,325,000. Of this sum, £4,589,000 has already been spent, and during the next six years, including 1872-73, the outlay will be about £8,489,000; of this last amount, £625,000 will be paid by the Puttialla and other Sikh States, and the balance of £7,864,000 must be raised by loan, or paid from surplus of ordinary revenue over expenditure.

3. The increased charge for interest, supposing the whole of the funds to be borrowed, is shown in the first column of the following table, the estimated increase of net revenue in the second column, and in the third column the net increase of annual charge, by deducting the increased net revenue from the charge for interest:—

Year.	Interest charge at 4 per cent.	Increased net revenue.	Increase of annual charge.
	£	£	£
1872-73	38,760	.....	38,760
1873-74	89,400	20,000	69,400
1874-75	148,400	40,000	108,400
1875-76	206,360	60,000	146,360
1876-77	262,400	80,000	182,400
1877-78	314,560	100,000	214,560

4. The calculation has not been carried beyond 1877-78; but, as regards the works included in the forecasts after this, the outlay will fall off, and the income of the new works will come in to lessen and ultimately remove the burden.

Railways.

5. The projects for State Railways actually in hand, or under contemplation, are shown in Statement No. 2 accompanying Memorandum No. III, which contemplates from 1874-75 an outlay of three millions sterling annually.

6. Deducting the income expected from State Lines according to the lowest calculations made, from the charge for interest, the annual burden on the finances will be as follows:—

Year.	Miles of new railway open.	Interest charge at 4 per cent.	Net earnings.	Increase of annual charge.
	£	£	£	£
1872-73	...	129,780	...	129,780
1873-74	150	235,679	13,700	221,979
1874-75	775	357,880	77,500	280,380
1875-76	1,335	478,280	200,250	278,030
1876-77	1,810	598,283	280,550	317,730
1877-78	2,125	718,280	340,000	378,280

7. The expenditure up to the end of 1877-78 is calculated to complete 2,700 miles for working in 1878-79.

8. But there is another consideration to be brought to bear—this is, the profits to be expected from the Guaranteed Lines. In respect to this, we are in a rather uncertain position. The earnings of the railways, after increasing up to the year 1873, have gone back owing to a decline of traffic. The earnings of the calendar year 1872 show a recovery, but in consequence of the time at which it took place, the results of this revival appear in the financial year 1871-72, while in the financial year 1872-73 the decline is mainly due to large adjustments between Capital and Revenue. These will not occur again, and the final effect of the adjustments is, on the whole, favourable to the State; but they appear for the financial year 1872-73 as a serious increase of burden. The consideration of the probable net returns from the Guaranteed Lines, for the years embraced in the forecast, is fully discussed in the accompanying Memorandum, No. III.

9. The estimated net annual charge for interest on account of Guaranteed Railways is given in the first column of the following table: this result, added to the net annual charge for the State Lines, gives the entire net annual burden to the State on account of Railways:—

Year.	Net annual charge on account of Railways. Guaranteed.	State.	Total.
	£	£	£
1872-73	2,209,600	129,780	2,339,380
1873-74	1,836,200	221,979	2,058,179
1874-75	1,631,000	280,380	1,911,380
1875-76	1,567,250	278,030	1,845,280
1876-77	1,487,250	317,730	1,804,980
1877-78	1,397,250	378,280	1,775,530

10. Finally in the following table, the estimated net annual charge for Irrigation Works is added to the aggregate estimate of the net annual charge for Railways:—

Year.	Net annual charge on account of Railways. Irrigation.	Total.
	£	£
1872-73	33,760	2,378,140
1873-74	69,400	2,127,579
1874-75	108,400	2,019,780
1875-76	146,360	1,991,640
1876-77	182,400	1,987,380
1877-78	214,560	1,990,090

11. It will be seen that, taking Guaranteed and Loan Works together, and supposing these estimates to be fairly reasonable, the operations contemplated by Government are not likely, on the whole, to involve any increased annual charge upon the State.

12. But the net return of the Guaranteed Railway traffic is a seriously disturbing element in the calculations, and it is therefore only with much diffidence that any estimate can be made.

13. It may be useful, however, to show briefly by another mode of calculation how far this element of uncertainty affects the forecast.

14. The gross estimated expenditure for the five years from 1873-74 to 1877-78 (both inclusive) is shown from the tables to be as follows:—

	£
Upon Guaranteed Railways	4,950,000
,, State Railways at 4 per cent. ...	13,808,000
,, ,, ,, at 4½ ,, ...	804,000
	14,612,000
,, Irrigation Works	7,410,000
Total ...	26,972,000

15. For the purpose of calculating the increased charge for interest in the year 1877-78, as compared with the year 1872-73, these figures require modification on two points—

1st.—On the 31st March 1873 the balance of Guaranteed Railway funds already raised and in the hands of the State is estimated to have been £2,711,090, upon which sum interest was paid in the year 1872-73; deducting that sum from the estimated expenditure upon Guaranteed Railways of £4,950,000, there remains to be raised by means of the Guaranteed Companies the sum of £2,209,000.

2nd.—From the total estimated expenditure upon Irrigation Works of £7,410,000, there should be deducted the sum of £515,000 which will be contributed by the Sikh Rajas, leaving a balance of £6,895,000.

16. Making these necessary modifications, the following will be the calculation of the increased charge for interest in 1877-78, as compared with 1872-73, assuming that all the money is provided by loan, and provided at the commencement of the year in which it is required, and that the rate of interest for the money raised by the Guaranteed Railway Companies and for the Holkar State Railway will be 4½ per cent., and for that raised by the Government of India 4 per cent.:—

	£
Guaranteed Railway expenditure—	
£2,209,000 at 4½ per cent.	99,405
State Works—	
Railway 13,808,000	
Irrigation 6,895,000	
Total ... 20,703,000 at 4 per cent.	828,120
Add Holkar Railway ... 804,000 at 4½	36,180
Total ...	963,705

17. In order to meet this increase of charge, it is estimated that there will be the following receipts:—

	£
1st.—Increased returns from existing works of Irrigation	100,000
2nd.—Net traffic returns from State Railways, 2,125 miles, at £160 a mile	340,000
3rd.—Net traffic returns on 900 additional miles of Guaranteed Railways, at £200 a mile.	180,000
	620,000
Leaving.....	343,705

to be provided by the growth of traffic on existing lines, in order to meet the increased charge for interest.

18. The above brief calculation, however, only shows the result it would be necessary to arrive at in order to keep up an equilibrium with the present state of the railway and irrigation finances. The forecast tables go further and show an improvement, inasmuch as there is a reduction of net charge from £2,378,140 in 1872-73 to £1,990,090 in 1877-78, being a difference of £388,055). This is wholly due to the estimate of Guaranteed Railway traffic. The estimated increase within the period embraced in the forecast is £1,000,000, together with a saving of £59,850 in the Government expenditure on land and supervision, which will diminish as the lines are completed. On the other hand, no advantage has been taken of the fact that a sum of 2,741,000 is already in hand, and interest already being paid thereon (£137,050), nor of the probability of future capital being raised at 4½ instead of 5 per cent. £111,045). Thus we have—

	£
Increase of net earnings in forecast	1,000,000
Saving in land, &c.	59,850
	£1,059,850
Interest on £2,741,000 137,050	
Difference ½ per cent. interest 11,045	
	148,095
	911,755
Deduct—Improvement in financial condition.....	388,050
Balance of net earnings as shown in paragraph 17	23,705

of which £180,000 was set down to 900 miles of new line, and £343,705 as the proportion of growth of traffic on previously existing guaranteed lines required to prevent increase of charge to the State.

19. The estimate made of the net traffic receipts for Guaranteed Railways for 1877-78 in the forecast is £3,470,000; by that time it is calculated that there will be 6,076 miles of rail open, so that the net receipts per mile open have been calculated at £572.

20. It will be seen from the figures given in the explanation of the estimates of net traffic receipts of Guaranteed Railways for 1872-73 and 1873-74, appended to Memorandum No. III, that the net receipts per mile of railway open were—

	£
In 1868	653
1869	618
1870	593
1871	533
1873	550

21. The calculation adopted in the forecast puts the net traffic receipts per mile at a less figure than the actual results for either of the three favourable years, 1868 to 1870, but somewhat higher than those of the two unfavourable years, 1871 and 1873. Even if the figures of the last year or of the most unfavourable year (£550 or £533 instead of £572) were taken, still the general conclusion would not be affected, as the net annual charge would not exceed that estimated for the current year. And, further, if we are contented with the calculation of para. 17, the net receipts would come to £493; traffic receipts at which low figure would be sufficient to prevent any increase of charge to the State.

MEMORANDUM, NO. II.

On the forecast of irrigation charges.

On the whole, it is believed that we are getting such a return from past expenditure on irrigation works, that they have thrown no burden on the finances; but until the returns are completed the result cannot be told certainly.

2. The following gives the best information available:—

	Capital Account to end of 1871-72.	Interest at 4 per cent.	Net income as per latest information.
	£	£	£
Madras (for 30 works only)...	(a) 1,307,000	52,283	(c) 367,000
Bombay, excluding Sind.....	(c) 797,000	31,920	1,500
Bengal	2,183,000	86,520	—22,500
North-Western Provinces ...	3,331,000	133,240	(e) 105,000
Punjab	2,260,000	90,400	(b) 188,000
Sind	(c) 800,000	32,003	190,000
Total.....	10,659,000	426,360	800,000

(a.)—Includes increase of land revenue due to the canals, of £44,000.

(b.)—Includes increase of land revenue due to the canals, of £98,000.

(c.)—Amounts not known. These are approximate sums.

3. Besides these works, we have the project of the Madras Irrigation Company. This Company has a guaranteed capital of one million sterling at 5 per cent., and a loan of State funds of between £500,000 and £600,000. The works have not yet begun to yield any net returns.

4. The present burden on the finances on account of this Company is, therefore, here taken at £50,000 per annum, which is to be added to the £426,360 in the foregoing table. This makes the total charge for interest, £476,360, while the estimated net income is, as above, £800,000. As far as existing information goes, therefore, the net result of the entire outlay on Irrigation Works up to the year 1872-73 is a return of £413,640 per annum above the interest at 4 per cent. per annum on the first cost of the works.

5. The works now in hand and contemplated are given in the accompanying table. The rate of expenditure set down is that which is calculated on the whole to be the most advantageous, considering the establishments available and the probable rate of growth of the irrigation.

6. Some of these works, as those at the Godavery and Kistna, are extensions of projects previously carried out with great success. These will, doubtless, pay well. The Bombay projects are more experimental. There are in that Presidency no large works in full operation. The capital outlay, however, is comparatively small, and the extension of the projects will be limited until experience has proved that they will pay. In Sind, the works are for the most part what are called inundation canals. They come into operation only when the Indus is in flood, and afford means of cultivation in localities where there is practically no rain. These works are always found to pay well when their extension is kept within the limits of the possible spread of cultivation.

7. In the Lieutenant-Governorship of Bengal there are two great projects; neither is in the Province of Bengal Proper. The Orissa Scheme was first undertaken by a Company, and was purchased by the Government. The famine of 1866 justifies the expenditure of a large sum in order to guard against the recurrence of such a calamity, and though the growth of irrigation will be slow, it is believed that ultimately the canals will at least pay interest on the capital laid out. At present there is no net return. The Soane Works are in the province of Behar, where the climate more resembles that of the North-Western Provinces, in which canal irrigation has been practised with success. Some of the canals will be ready to receive water and commence irrigating next year.

8. In the North-Western Provinces, the Ganges Canal has paid interest on the average of the last five years at 5 per cent. Some original defects of construction still require to be remedied, and the completion of the network of distributing channels is in hand; the Agra Canal is a new work, the head of which is formed by a weir across the Jumna a few miles below Delhi; water will probably be admitted next year, and the nature of the climate is such that there is no doubt that the water will be acceptible. The Lower Ganges Canal is a new project just set in hand; it is to take up the irrigation of the Doab where the original Ganges Canal leaves off; the country is well-suited for canal irrigation. The Eastern Ganges Canal, amongst the contemplated projects, is intended to take water from the Ganges to irrigate the western part of Rohilkund, which has in former years suffered severely from famine, and where water will be as valuable as on the western side of the Ganges.

9. The works contemplated on the Baree Doab Canal involve the construction of a second head to obtain an additional supply of water, to be followed by remodelling and extensions as in the case of the Ganges Canal; the water in this tract is most valuable, and there is every hope that this canal will pay well when brought into proper working order. The Sirhind Canal is a new project with a head on the Sutlej at Roopur; it is intended to water the dry tract between the Jumna and the Sutlej, and though the works will be expensive there is every prospect of its paying; the Puttialla, Jheend, and Nabha States join the British Government in undertaking this work.

10. The extensions of the Western Jumna Canal also involve improvements; this work is the oldest of the canals in the North-West of India; it was originally a Mahomedan work, and was re-opened by the British Government in 1821; since then it has much more than repaid, with interest, the entire capital expended on it. The original works, however, were very defective, and in the early days of irrigation the drainage in that dry tract was not much regarded, while the cultivators were allowed to take their distributing channels from the main canal much as they pleased. As the irrigation has developed, the evils of these arrangements have been seriously apparent; drainage is interfered with and unwholesome swamps formed; the partial remedies applied from time to time have failed to keep pace with the requirements of the irrigation. It is desirable to extend the irrigation, but this cannot be satisfactorily done unless it be accompanied by a complete revision of the main canal and distribution channels. The income derived from irrigation here is so large that there is no doubt the cost of the works will be fully covered by the returns.

11. No profits have been calculated on from any of the new works within the period embraced in the forecast. It is found by experience that, as a rule, the growth of irrigation from new canals is slow, and in the first few years the canals hardly pay working expenses, if so much. It is safe, therefore, to abstain from reckoning on any returns. Some of the works may give a small profit; others will probably not pay working expenses.

12. The only source of increased income to be reckoned on, therefore, is the growth of the returns from the canals already working. It has been found from experience that returns continue to grow long after the works are apparently in full use. A great deal of the growth of income arises from the economical management of the water which is due to experience and constant efforts to economize it, so that after a time more acres are irrigated from a given supply of water than at first. But growth also takes place by a larger supply of water being taken up for irrigation. The Western Jumna Canal was opened in 1821, and the Eastern Jumna Canal in 1830. In both the income is still growing; it rises greatly in years of drought, and falls back more or less in years of plentiful and well-timed rain; but on the whole it grows.

13. It is not, of course, possible to give any accurate estimate of the probable total growth of the entire income from the whole of the Irrigation Works. The local circumstances are different in each case, and the returns depend much on the seasons. It would not be right to neglect the fact of this growth on the one hand, or to rely too much upon it on the other. What has been done is to consider the probability of growth under various aspects in reference to the local circumstances in each case, in reference to the general growth of income in past years, in reference to the "duty" to be expected from each cubic foot of water supplied, and so forth. Several calculations have been made from these data, and the lowest of them has been taken; it gives the following result, which the best authorities agree in considering quite safe:—

Increase of net revenue over that for	1871-72 in 1873-74	£ 20,000
Ditto	Ditto 1874-75	40,000
Ditto	Ditto 1875-76	60,000
Ditto	Ditto 1876-77	80,000
Ditto	Ditto 1877-78	100,000

14. The intended capital outlay upon new works is shown in the following table, together with the interest upon it at the rate of 4 per cent., and deducting from the charge for interest the estimated increase of revenue, the result—that is the net increase of annual charge on account of Irrigation Works—is shown in the last column:—

	Total Capital outlay.	Less contributed by Native States.	Net Capital outlay on Imperial Funds.	Interest charge at 4 per cent.	Increase of net income.	Net increased charge.
	£	£	£	£	£	£
1872-73	1,079,000	110,000	969,000	38,760	...	38,760
1873-74	1,326,000	90,000	1,236,000	89,400	20,000	69,400
1874-75	1,575,000	100,000	1,475,000	148,400	40,000	108,400
1875-76	1,549,000	10 ,000	1,449,000	206,360	60,000	146,360
1876-77	1,501,000	100,000	1,401,000	262,400	80,000	182,400
1877-78	1,429,000	125,000	1,304,000	314,560	100,000	214,560

MR. NOWROJEE FURDOONJEE BEFORE THE EAST INDIA FINANCE COMMITTEE.

The Bombay correspondent of the *Pioneer* writes:—

Mr. Lionel Ashburner, Revenue Commissioner, Northern Division, has taken the trouble to put his foot through one or two of poor Mr. Nowrojee Furdoonjee's "native statements" before the Finance Committee, and an ingenious gentleman says in Mr. Nowrojee's defence that he was baffled in his attempts to get reliable information from such officials as Mr. Ashburner, and was fain to accept the oral and exaggerated statements of aggrieved persons—a plea which hardly excuses the setting forth of these exaggerated statements as well weighed evidence before a parliamentary committee. Mr. Nowrojee is a rhetorician, not a very powerful or persuasive one, but emphatically a tall talker, and bears putting through the sieve perhaps worse than any eloquent agitator living. Rhetoric, however, is not a figure of speech that can be made to excuse his extraordinary and ludicrous statements as to the works of native engineers connected with the P. W. D. He says that the chief buildings of Bombay are constructed under the superintendence of talented natives, who are kept down by European tyranny. He says the Bombay Mechanics Institute, the Hospital, Post Office, new Telegraph Office were constructed by assistant engineers of the 3rd grade, his fellow-countrymen. In actual fact the buildings have been, or are being, constructed by Colonel Fuller, R.E., Architectural Executive Engineer, who has the assistance of three architects duly graded in the department, and the claim of any other person to their construction has not even the justice of that of the man who blows the bellows of the organ to the music that may be produced at the keyboard. A quaint piece of absurdity is Mr. Nowrojee's statement that the European estimate for the painting and gilding of the interior of the Victoria and Albert Museum was Rs. 14,500, but that a native artist did the work for Rs. 9,570. The fact is the European estimate was for the execution of a work of art of a very high order, while "the work" as rendered by a native was of another kind, and has no more right to be compared with the original design than a country bullock cart with a Long Acre barouche, and is by no means cheap at the money. It is a great p